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THE GOVERNMENT'S ATTITUDE TOWARD THE PRESS

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[OF THE POST OFFICE DEPARTMENT]

This is the first official interpretation of the Post Office Department ruling with regard to the Trading with the Enemy and Espionage Acts, and points out very clearly just how the mails have been affected by War Legislation.
—THE EDITOR.

INFORMATION in various forms and of convincing nature received by the Post Office Department since the declaration of war shows that there exists an organized propaganda to discredit and obstruct in every way the prosecution of the war. Its purpose is to defeat the business for which the government is spending billions of dollars and may be called upon to sacrifice thousands of lives. Individuals and publications furthering this propaganda in many ways subtly guard their utterances in the attempt to evade criminal liability for their acts; nevertheless, they have been united in furnishing the same character of material, whether partially true or entirely false.

In determining whether matter of unlawful import and bearing was so intended or put forth wilfully, a variety of considerations, some of which may be extraneous to the matter itself, may be taken into consideration by the Post Office Department.

Take an actual case: A large number of persons hold

a meeting and agree on a joint declaration that "war by our Government is a crime against the people and against the nations of the world"; that "in all modern history there has been no war more unjustifiable"; and that "no greater dishonor has ever been forced on a people than the capitalist class" has forced on our people through this war.

The declaration of principles is followed by agreement on a program of activity, as follows:

> "1. Continuous, active and public opposition to the war, through demonstrations, mass petitions, and all other means in our power.
> "2. Unyielding opposition to all proposed legislation for military or industrial conscription."

Men participating in the action of that assemblage and approving its declarations and agreements subsequently put forth public comment on various aspects of the war. Isn't it not only sensible but fair to take into consideration the known attitude of the writers when searching for the "intent" behind the comment? Isn't it logical also to consider the circumstances and the environment of the readers to whom it is addressed in ascertaining the effect or probable effect of such published matter?

Words published by one known to his hearers or readers to have been a participant in such a meeting or an announced adherent of its program may contain a different suggestion, convey a different meaning, and cause a different effect than similar or, perhaps, the same words used in an entirely different connection by some one of unquestioned loyalty and patriotism.

If the program is illegal, it is beside the issue to inquire if it was adopted before or after enactment of the Espionage Act. Its only bearing lies in the question: Was the matter put forth palpably, though possibly veiled, in furtherance of that program?

If the speaker or writer wants his country to win the war, if he feels that his country must win the war, if he be determined, so far as he himself is personally concerned, that it shall win the war, he cannot offend.

In one section a violent anti-Socialist will base his opposition to the war activities of the Government on religious prejudice; in another a certain type of Socialist will base his on class antipathy. All manners and kinds of disaffection, disagreement and discontent, often of violently conflicting genesis, apparent cause and general purpose, coordinate in obstructing the Government in carrying on the war. To the ultra-Irish it is made to appear we are fighting for the British King; to the ultra-Protestant we are accused of fighting for Italian Catholicism. The generally discontent are told we are fighting for "Wall Street." The intended effect of it all is to keep us from efficiently and successfully fighting Germany. This novel and widespread coordination, there is no doubt, is nothing but the working of wires carefully laid and charged by Bernstorff and his confederates, first with the purpose of keeping us out of the war, and, second, to render the nation impotent—as the German Chancellor boasted to Gerard we would be—in case we entered the war.

How much better, how much more in keeping with our ideals is the orderly and constitutional method provided by Congress for meeting this propaganda than the lamp-post method sometimes suggested in the public press, and which characterized in the past similar situations in our own and other countries.

This propaganda is no natural product of war conditions, but the fruition of seed carefully sown by Germany long before even 1914. Neither is it peculiar to America nor of conception here. It was planned originally in Berlin, and comprised the world for its field. This is no bare assertion. The statement is concurred in by many of the most radical thinkers in our political life, including leading Socialists, and corroborated by the most convincing evidence.

Says William English Walling: "Germany's strong card in the war, her greatest superiority lies not in her military technique, her discipline and organization, but in her ability—through a systematic propaganda planned and begun many years ago—to make use of certain political elements in all enemy and neutral countries . . . The

German propaganda is monarchist in Greece, aristocratic in Sweden, clerical in Spain, and ultra-democratic—no, 'Socialist'—in America and the entente countries . . . The fact that Socialism is ultra-democratic made it the most available cloak of all . . . the whole apparatus of this organization of 'international democracy' has been captured for the purpose of the aggressive nationalism of German autocracy . . . Cranks and sentimentalists are captured in battalions; all that is necessary for the German agents to do in their case is to make a selection from their many stock phrases of those which serve German objects, quietly suppressing those which do not and booming those that do. From a practical point of view this colossal Machiavellian web, which enmeshes the whole world, is Germany's most stupendous achievement, whether in peace or war."

A high German official has recently been quoted as saying, in substance, that in every organization of international Socialists throughout the world the German element is dominant.

Shall we send thousands of our youth to serve and possibly die, spend our billions and risk the loss of national existence rather than cut the meshes of that web? For us to permit an exaggerated sentimentalism, a misapplied reverence for legal axioms which our courts have held have no true application to the questions involved to restrain us, would be criminal not only to our soldiers, sailors and ourselves, but to posterity!

The nation owes something also to those poor duped followers of these leaders who weave the web so cunningly devised by Germany. Most of them are at heart honest and patriotic. If their true instincts could be appealed to and aroused, if they could be disillusioned by a counter propaganda, they would respond to the call of country with all the alacrity of the finest patriotism.

Then, too, the Government, as the carrier of the mail, owes something to that great mass of the thoroughly loyal who don't want disloyalty dinned into their unwilling ears and thrust, uninvited, into their mail.

Certain rulings of the Department in the administration of the Espionage Act have been erroneously termed "suppression" of a publication. There is no such thing as the suppression of a publication, as such, under our system. Individual issues of papers may be prohibited the mails, as above shown; but in addition to this, what is called the second-class mailing privilege, that is, the privilege of newspapers and other periodical publications to be carried at the one cent per pound rate of postage may be withdrawn for the reason that the publication systematically publishes non-mailable matter, and could not be permitted under the terms of the law to have the second class mailing privilege. Having forfeited its right to the second-class privilege, it may, or may not, in future present issues which are mailable. If mailable, they may be carried at any rate of postage other than the second-class, and if non-mailable are excluded entirely.

The second-class permit, in the first instance, is issued upon a showing made by the publication of the character of the matter it has carried in a series of issues preceding the date of the application. The permit must be canceled, if canceled at all, on the same kind of showing as to the past. It cannot be anticipated what it will publish in the future, and there can be no question of the power to cancel the permit when the law under which it was issued is violated and ignored. The permit itself carries on its face the distinct provision that it is revocable whenever the publication ceases to conform to the law.

No rights of free speech or liberty of the press are involved in the issue or revocation of these permits. They cover merely a business arrangement by which a special privilege is granted upon compliance with conditions imposed by certain laws, and is retained only by continued compliance with those or any subsequent laws enacted by Congress bearing upon that privilege. The second-class mailing privileges are canceled for violation of the Obscene Statute and the Fraud Statute, as well as the Espionage or Trading with the Enemy Act. This simply means that the Government does not cooperate with one violating its laws, and that

no one shall employ its agencies to its own hindrance or hurt as defined by Congress.

The charge is made that this temporary power is being utilized for the suppression of agitations that were objectionable to some elements prior to the war, particularly that for Socialism. The answer to this is that the best thought in American Socialism is for America, and with the Government in meeting this foreign-born and treacherous propaganda.

As to the make-up of the present organized Socialist party in this country, I shall quote A. M. Simons, a former member of the executive committee of that party:

> "Of the 60,000 the reports of the St. Louis Convention show that 29,000 are members of foreign language federations. Of these it was admitted by the translator-secretaries one-half are not citizens. A large percentage of those who still hold membership in the 'English-speaking section' are not citizens."

Hence, as Mr. Simons says, we have the spectacle of citizens of other nations, some of which are at war with us, dictating the policies of an American political party.

No line is being drawn on Socialists as such. No Socialist paper is excluded from the mails as such. But when these publications violate the law, the fact that they are Socialists does not save them from the consequences which the law imposes.

Some defend infractions of the Espionage Act with the argument that they are only consistently pursuing policies advocated long before the war. This is a question for debate but not for consideration in applying the law. A Mormon cannot continue the practice of polygamy on the ground that it was recognized and permitted as a religious custom or tenet for many years before it was outlawed.

The law has not caused measures to be taken against Socialist publications alone, nor of those and German language publications alone. Many papers in outward discord with either of the above, but in close harmony in promoting German interests and hampering America's have had to be excluded from the mails.

WHAT IS MAILABLE AND WHAT IS NOT

As the Law Officer of the Post Office Department, I have received numerous requests for information as to the scope of the war legislation which affects the mails; what is mailable and what is not, and the method of administration.

Much misinformation has been published upon this subject, and in this connection the recital of an incident which recently came to my attention may not be out of place.

At a recent meeting of a national cooperative association held in one of the Western cities there was much discussion as to justification of this country's entrance into the war and criticism of the conduct of the war, including the Government's attitude toward the public press. Fiery words of discontent had been spoken. Bitter and voluminous resolutions of protest about the war, the Government and Congress were ready for endorsement, when one of the members suggested that they hear from the President of the Association. In his response he said: "Let me state three simple propositions:

> "First, We Americans are in the war. None can deny that.
> "Second, we want to win the war. None of you will deny that.
> "Third, we must win the war. Will any one deny that?"

He paused a moment. "I don't think there is anything else to say." And nothing else was said. Feelings of indignation were subordinated to the great national crisis so forcibly summarized by this clear-headed, patriotic leader.

The men who composed this association were good Americans, sincere and patriotic, but they had come under the influence of the pro-German and pacifist propaganda. They thought they had grievances, and probably did have. The mistake they made, the mistake they admitted when the situation was made clear, was in attaching during a moment of agitation a higher importance to those grievances than to the needs and safety of the nation at this critical time.

For conducting the war to a successful conclusion, Congress wisely laid down certain rules of conduct for the citizen. It declared, for example, that some must give their

time to military service; some must contribute largely of their income; that all submit to extra taxation, to clothe, feed and arm the troops. To the President was given authority to commandeer private property when necessary. In imposing these war duties and obligations, Congress took no cognizance of any one's views as to whether war should have been declared. He who opposed the war must give his means or his son, perhaps both, for its success; if a good American, he will willingly do both if necessary. In fact, many of those who thought the war could have been avoided, cheerfully submitted to its obligations and joined heartily in its prosecution.

The safety of our troops, the success of their operations made it necessary that certain negative rules of conduct be adopted—additional rules also foreign to times of peace. These negative requirements apply, in part, to speech and writing.

They weigh less heavily upon the individual than do the positive exactions. To none does the Government say, "You must encourage enlistments." "You must buy Liberty Bonds." It does say to all, "You must not obstruct enlistment." "You must not interfere with the draft or other means employed for waging the war successfully." These are war measures and, by their express terms, expire with the war.

No one will now dispute Abraham Lincoln's democracy, yet under his administration men were summarily jailed and denied that revered safeguard of personal liberty, the writ of habeas corpus. The sword was used to stop and seal the presses of disloyal newspapers; "copperheads" were transported ignominiously and without warrant of written law through the lines. To Lincoln the preservation of the Union demanded that such things be done, and they were done, as a rule, under the broad and undefined authority resting in the Commander-in-Chief of the Army and Navy in times of war.

It will not in the future be contended that the present Congress acted unwisely in providing by legislation some of the precautions which Lincoln had to take by arbi-

trary or martial process. Nor will the future historian be able to maintain that the present administration employed these powers unwisely or oppressively.

The Espionage and the Trading with the Enemy Acts make certain acts during the war, criminal, subject to indictment and punishment in the criminal courts. Military tribunals have no jurisdiction.

Congress also declared any matter violative of these acts non-mailable, placing upon the Post Office Department the duty of seeing that the mails are not employed in contravening those acts. No new principle of government or administration is involved in this, for similar duties with respect to other non-mailable matter have for many years been imposed on that Department by Congress.

These laws forbid any person, firm, corporation or association to mail, transport, carry, or otherwise publish or distribute during the present war any printed or other matter:

(1) Advocating or urging treason, insurrection, or forcible resistance to any law of the United States;
(2) Conveying false reports or false statements intended to interfere with the operation or success of the military or naval forces of the United States, or to promote the success of its enemies;
(3) Intended to obstruct the recruiting or enlistment service of the United States, to the injury of the service or of the United States;
(4) The circulation or publication of which involves the violation of any of the numerous other criminal provisions of the Espionage Act, but with no special bearing on speaking or publishing;
(5) (printed) in a foreign language respecting the Government of the United States or of any nation involved in the present war, of which correct translations are not filed with the Postmaster, and printed in compliance with certain regulations that have no bearing in themselves on the nature of the matter;
(6) Referred to in preceding paragraph for which publishers have been granted a permit to circulate free of the restrictions named which does not bear at the head thereof a statement in English showing that it is published under such a permit.

The Espionage Act places no positive burden upon any

one, neither does the Trading with the Enemy Act, except as the latter requires the filing with postmasters of certain translations by papers printed in foreign languages as a condition of publication.

In speech one may advocate treason, convey false reports intended to interfere with the operation of the military forces, urge insubordination, disloyalty, mutiny or refusal of duty, yet his act is cognizable only in the courts as other criminal acts, like burglary, assault, forgery.

But when such unlawful advice and incitement take printed, written or other physical form and are tendered the postal service for carriage and distribution, the case is different. The Post Office Department cannot be used as the vehicle for the dissemination of such unlawful matter.

Thus the Post Office Department must act upon only unlawful matter seeking egress or distribution through the mails.

The constitutional provision establishing the postal monopoly is independent of the constitutional provision guaranteeing free speech and free press. The postal service is a business enterprise conducted under certain limitations in the interest of the people and the press. Inherently it has nothing to do with what any one says, thinks, writes or prints. The courts have uniformly held that the power which created it may define and regulate it. That power is Congress. As one of the Federal Courts, nearly forty years ago, said:

> " It cannot, therefore, be said that the citizen of the United States has an absolute constitutional right, or in other words, that it is one of the privileges of his citizenship that his letters should be carried by the United States at all; and still less that they be carried in any special manner. Whatever rights he may have in this respect exist in the discretion of the legislature, and are entirely different from those fundamental rights of life, liberty and property which are secured by the Constitution."

If the right to use provides that the mails may be limited in the interest of decency, honesty or morality, with how much greater propriety may it be limited in the effort to preserve the life itself of the nation?

Much matter may be published which is non-mailable

under the law. This emergency legislation provides that certain kinds of matter shall neither be mailed nor published. It is the duty of the Post Office Department to see that this class of matter is not mailed. This duty is in no wise censorship.

Authority to examine certain special classes of mail to determine its classification and mailability is the same now as before the war. This does not involve matter under seal, the privacy of which can only be invaded by a search warrant obtainable through judicial process.

A supervisory power over the action of the Department is in the courts—fully as to the law and sufficiently as to the facts—to prevent arbitrary action. To the judiciary, therefore, are remitted questions of constitutional right to protect citizens against executive invasion.

The law itself carefully protects any innocent or unintentional infraction of its terms by prescribing generally as to these new wartime offenses that they be committed with wilful intent to effect the illegal purpose.

Many things popularly considered treasonable, of course, are not so in a strictly legal sense; as to the actual crime of treason or insurrection, a separate section is applicable, and those offenses necessarily involve the establishment of premeditated guilty purpose. Difficulty arises in ascertaining the meaning of all words; and particularly is the difficulty enhanced in some cases by covert ambiguity of phrase, to be solved only by application of the old adage of reading between the lines.

The courts have held that the matter proscribed by these laws need not positively and directly advocate, for example, mutiny or forcible resistance to the draft, or obstruction to the enlistment and recruiting service. But, recognizing the power of suggestion, words which apparently do not go to this extent are yet considered to have such a purpose and effect, and are consequently violation of the law.

"It is at least arguable whether there can be any more direct incitement to action than to hold up to admiration those who do act," declared Circuit Judge Hough in consid-

ering matter held by the Post Office Department to be non-mailable under the Espionage Act. "Oratio Obliqua has always been preferred by rhetoricians to Oratio Recta; the Beatitudes have for some centuries been considered highly hortatory, although they do not contain the injunction, 'Go thou and do likewise.'"

To exclude any matter from the mails because it contains criticism of the President, the Postmaster-General, or the Administration, would be unwarranted and illegal. But when a paper has violated the law, it would be equally illegal, as well as cowardly, to refrain from excluding it just because it happened also to criticize some one.

Those clever propagandists who endeavor to shield palpable violation of law by making at the same time violent criticisms find the premeditated defense inadequate. While the law does not notice criticism, neither does it permit criticism to be used as a cover for its violation.

While "criticism" of individuals, officials, of the Government should be welcomed and encouraged, it comes with better grace and effect from the mouths of those who are loyal to the nation and who realize that this war not only should be won but must be won and is going to be won.

Those who engage in criminal agitations revel in harking back to the "fathers" the Signers of the Declaration of Independence and the Constitution.

They are good rhetoricians but sorry historians. Had they lived in the days of the Revolution, they would have been "consistent" with their present mode of thought only by denouncing the wealthy Washington, the scholarly Jefferson, the stable Adams as a part of a "capitalistic class" who brought on the war to escape taxation.

And it may be reasoned from history that had they pursued their present tactics then, instead of being mildly denied the use of the mails, they would have adorned the limbs of trees.

JOHN NORTH WILLYS AND HIS WAR WORK

By EDWIN WILDMAN

Lord Northcliffe has said that behind every American camp in Europe we shall need to have a city as big as Bridgeport, Conn. It is Mr. Willys' work to provide the community and recreation interests behind our war legions—to give them camp sites, to sustain their welfare and care for their health and diversions—to keep them in fighting spirit. It is a new thought, a big thought in America's war methods.—THE EDITOR.

AT the time the United States entered the world war John North Willys, of Toledo, was a reasonably busy man. In his factory at Toledo, one of half a dozen, covering an area about the size of a small city, 20,000 men were working; he was manufacturing at the rate of 200,000 automobiles a year and had orders ahead for $20,000,000 worth.

Then we entered the war. Mr. Willys was not one of those who did not realize it or understand the gravity of the situation.

"I want to do my bit," he announced.

He didn't whisper it, nor did he shout it; he merely sent the word on to headquarters in Washington, where President Wilson was listening for just such bona-fide offers.

Men in high places in Washington knew that Mr. Willys meant business. "He is a great organizer," said one. "He is a great hustler," said another. "When he starts anything, he finishes it," declared a third, and the trio knew John North Willys intimately and sized him up correctly.

At that time the War Department and the Navy Department heads were struggling with the problem of training-camp recreation for the soldiers so soon to fill these many camps. As a result a War Camp Community Recreation Fund movement was started. Mr. Willys' offer was eagerly accepted and he was made Chairman of the National Com-

mittee of this fund. Money could not be appropriated. It had to come as free-will offerings. Experts went over the situation and reported that a sum equal to $3 for every soldier and sailor would be necessary.

To raise this amount is Mr. Willys' "bit."

As soon as Secretary Daniels and Chairman Raymond B. Fosdick, of the Training Camp Activities, appointed Mr. Willys, President Wilson wrote him a personal letter, expressing in warm terms his gratitude, his appreciation of Mr. Willys' willingness to serve and his hope and belief that the committee would meet with every success.

PROMINENT MEN AND WOMEN TO HELP

Associated with Chairman Willys are the following:

Charles H. Sabin of New York, President of the Guaranty Trust Co.; Mrs. Thomas Edison; James Flaherty of New Haven, Supreme Knight of the Knights of Columbus; Mrs. E. H. Harriman; I. R. Kirkwood, Kansas City, publisher; Samuel B. Botsford, Buffalo, N. Y., Chairman War Service Committee, International Association of Rotary Clubs; Mrs. Josiah Evans Cowles, Los Angeles, President General Federation Women's Clubs; Cyrus H. K. Curtis, Philadelphia; William D'Arcy, St. Louis, Mo., President Associated Advertising Clubs of the World; Adolph Lewisohn, New York, banker; James A. McKibben, Boston, Past President National Association of Commercial Organization Secretaries; Rev. Frank Mason North, D. D., New York, President Federal Council of the Churches of Christ in America; Howard Strong, Minneapolis, President National Association of Commercial Organization Secretaries; George C. Taylor, New York, President American Express Company; Mrs. French Vanderbilt, Newport; and Dr. Ralph D. Wheeler, Chicago, Grand Master of Masons of Illinois.

This is one of the most representative committees connected with our war activities. And the work of this committee has a deeper, more far-reaching value than can ever

appear upon the surface. President Wilson, who sent Mr. Willys his check, said of it:

"The spirit with which our soldiers leave America, and their efficiency on the battle fronts of Europe, will be vitally affected by the character of the environment surrounding our military training camps."

It is the opinion of Secretary of War Baker that a generous fund for the War Camp Community Recreation Service will go far toward insuring the mental and physical vigor of the American Army and Navy.

WE MUST GIVE OUR FRIENDSHIP

"It isn't enough to merely subscribe for this fund," tells Chairman Willys, "we must do more than dole out dollars for the men who are to fight for us, we must give them our moral support and our friendship. Let them understand that we appreciate and honor them and hold them at their true worth—brave men going to a foreign land to fight for their countrymen at home."

As a result of this the committee sent forth this slogan:

"The American Army and Navy
Made Up
'Of the People'
Fighting
'For the People'
Must be Welcomed
'By the People.'"

The work of this committee is to give the hundreds of thousands of our soldiers who must pass through the training camps, and the men of the Navy, plenty of good, clean amusement and recreation, to protect them against evil temptations during their recreation time, in order to keep them healthy physically, and mentally, that they may be better soldiers and that they may understand the high place they hold in the hearts of the people.

Through Mr. Willys' organization it has been possible to get at this important work in the simplest and most effective manner. First of all he has made three things clear—America must win the war, must win it in the shortest possible time and must win it at the minimum sacrifice. To this end, he has made it clear, every resource must be organized to safeguard our soldiers and sailors and to develop the highest possible character of these fighting men.

"A soldier," tells Mr. Willys, "can be made or unmade by the character of the training camp environment. It is the purpose of the War-Camp Community Recreation Fund to make these men clean, efficient and of the greatest value to themselves and their country."

WORK NOT FOUNDED ON SENTIMENT

Another thing Chairman Willys is anxious to have understood: his work is not founded on sentiment. He realizes, as does every good citizen, the desirability of keeping these enlisted men happy and free from temptation, but, all sentiment aside, the country needs them clean and eager and efficient, and if they are not, the country loses by just so much man power.

These funds—the $3 for every man in Uncle Sam's big and constantly growing fighting machine—are to be used for creating and maintaining strong committees in each war-camp community, with many auxiliaries to protect the soldiers from exploitation and make them feel at home, to erect and maintain clubs, swimming pools, comfort stations, recreational buildings and lodging houses; to employ trained community organizers in each community adjacent to the camp and to secure safe and comfortable accommodations for visiting relatives of the men.

COMMUNITY AND RECREATION ACTIVITIES

The work of the organization is divided into the following sections:

Accommodations.

1. Providing adequate public drinking fountains and comfort stations.

2. Adequate sleeping and restaurant accommodations for the soldiers and relatives visiting the city.

3. Downtown rest rooms (soldiers' clubs).

Church Co-operation.

1. Organized efforts to get the soldiers to attend church services and make them feel that some church is their church while in the vicinity.

2. Special open-air service Sunday evening.

3. Week-night socials and receptions by Sunday schools and clubs.

4. Furnishing speakers for religious exercises at camps.

5. Having soldiers entertained in homes of the church members.

6. Using downtown church basements for rest rooms.

Commercial Relations.

1. Provides for a fair deal on all transactions between men and officers of camp and the citizens and tradesmen of the city.

Education.

1. Furnishing teachers of French, German, etc., for camp classes.

2. Arranges debates and educational work of all sorts.

Fraternal Organizations and Clubs.

1. Socials and smokers, for brothers and other groups of soldiers, given by Masons, Elks, Knights of Columbus, Rotarians, etc.

Girls' and Women's Interests.

1. Organizing the girls of the city into patriotic clubs to keep them occupied in patriotic work.

2. Receptions and socials by Girls' Patriotic Clubs.

3. Placing hotels in or near camps for women visitors (Y. W. C. A.).

4. Caring for women relatives visiting at camps or hospitals.

5. Meeting women guests at trains, furnishing them lists of boarding houses and hotels, and helping them to spend pleasantly the time while soldiers are on duty.

Information.

1. Clearing house for information regarding soldiers.

2. Getting census of soldiers, showing home address, schools attended, church and fraternal affiliations.

3. Lists of hotels and boarding houses for soldiers and relatives.

4. Announcements of community activities for soldiers at the camps.

5. Furnishing hand-books and maps of city, giving locations of leisure time facilities—parks, playgrounds, etc.

Music, Dramatics and Public Celebrations.

1. Community singing, band concerts and Sunday entertainments.
2. Arranging dramatics for local camp and professional talent.
3. Musicals and entertainments to be given at the camp by citizens and for entertainment in communities adjacent to the camps.
4. Celebration of Battle of Marne, Labor Day, Thanksgiving Day, Christmas, and other special days.

Physical Recreation.

1. Providing facilities and leadership for bathing, swimming, baseball, etc.

Public Welfare.

1. Cares for ill and despondent soldiers and those under arrest.
2. Watches crime statistics for cause and remedy.

Reception and Entertainment.

1. Public receptions to incoming soldiers by local committee.
2. Receptions by various organizations, clubs and churches.
3. Return entertainments with program furnished by soldiers.
4. Arranging auto rides through the city and country.
5. Get as many men as possible entertained in the homes of the citizens for week-ends and Sunday dinners.

WHAT MR. WILLYS THINKS

To use Mr. Willys' own words, " Time never was more valuable than now, when America must economize every moment, every ounce of physical and mental energy to supply the extraordinary needs of war, to produce definite results. We know now, as we never knew before, that our hands, our minds, our hearts, belong to America—loaned to us mainly for our own uses in peace times, but the loan is now recalled by the Nation in its need.

" We know we must win the war. There is no other alternative. We must be free if we are to live. To win the war we must have an unbeatable army and navy. And it is just such a force that we are to have a part in the making.

" We are not asked to provide the guns or the armament

for field service. The Government does that. We have to deal with the marvelous, intangible thing called Spirit, which energizes and stimulates men to accomplish the impossible.

"Enough has been done in camp cities to prove the efficacy of our plans with the enlisted boys. It will cost about four million dollars for the first year—possibly more. The amount required is only an incident, because it is to buy something more precious than money has ever bought before. An organized appeal is being made to nearly three thousand cities that have some commercial or civic organization which might undertake to raise, by public subscription, the city quota. You have doubtless seen President Wilson's letter on the subject. The President, the Secretary of War, the Secretary of the Navy and the Commissions on Training Camp Activities are back of our appeal.

"The spirit of service never dies. A century and a third after Lafayette gave America his best, the same Nation, grown great, returns to his beloved France to serve. A century is not long in the history of the world—we must plant now if our children's children are to reap. We are planting —consciously or unconsciously—and they will inexorably reap what is now sown.

"America will be known in Europe by the ideals that actuate the men of our army in the trenches. We will be judged through them. They stand for us in the eye of Europe. They are ours.

"A hundred years from now, when America may be in mortal travail, shall the children of that day be enabled to turn back to our record of service to democracy, in the calm certainty that help will be forthcoming?"

SOME THINGS MR. WILLYS HAS DONE

This task is added to the sturdy shoulders of Mr. Willys. But it is not all. He represents, in a large measure, the man behind our air fleets. He is President of the Curtiss Company of Buffalo. He has already given over for Government use a large share of some of his great plants and he has

many great and heavy duties just now in connection with his share of our campaign for a mammoth air fleet.

Mr. Willys is young—much younger than most men who have achieved as much as he. He is only 44, but he has crowded about 88 years of hustle into his 44. He is one of our great army of Americans who achieve big things without any "drag," without any pull, and with no one to push him. He needs no one to do that, as he is all "push."

When he was young he had a very natural boyish desire; to own a bicycle. While he had a comfortable home, his parents couldn't afford bicycles, especially when new ones cost $100 or more in those days, so Johnnie set forth after school and in different ways earned money enough to buy a sample New Mail Bicycle, taking the agency for Canandaigua and thereby getting the dealer's discount.

This started him as a bicycle agent doing his selling after school hours.

Later after getting through school he opened a bicycle store and repair shop in Canandaigua. This brought him in touch with the Eclipse Bicycle at Elmira, N. Y., and he became a salesman for that company. Later he established in Elmira, with the help of some local capitalists, the Elmira Arms Company and dealt in bicycles and sporting goods, taking the agency of the old Rambler, Maxwell, Overland, etc., when automobiles began to make the bicycle craze wane.

He conceived the idea of securing the entire United States agency for the Overland car, which was manufactured by the Parry Mfg. Co. of Indianapolis. He went to that city to close this deal and was told that he was crazy to undertake such a thing.

"Young man," exclaimed the manager, "do you realize that we manufacture four hundred automobiles a year?" (Mr. Willys manufactures that number every forenoon of every day, today).

HOW HE TOOK A CHANCE

He secured the general agency and was making good rapidly, when along came the panic of 1907, and the company

was going into bankruptcy. If he didn't fill those orders it meant a big crash for him, so he began to hustle. He got enough cash to pay off the men and prevent the shops closing at once, then he went to a man by the name of Campbell, of Wellsboro, Pa., who had bought a car of him and believed in it. This man put up $7,500 to buy out all patent rights from the Parry Company and start the Overland Company. Just two years later Mr. Willys was able to pay Mr. Campbell for all his interests, $900,000. He had been hustling elsewhere and secured other backing at the same time.

When they bought out the Parry Company, the Overland factory consisted of a sheet iron building 80x300 feet, filled with ancient machinery. By the time he had paid Mr. Campbell $900,000 for his $7,500 investment it was the Overland Automobile Company.

Later he bought the Pope-Toledo plant in Toledo and merged it into the Overland and changed the name to the Willys-Overland Company. It was worth $1,500,000. He got it for $375,000. His circus tent days were over. He had a real plant now, but he continued to enlarge it, until it now covers a hundred and ten acres. He started other plants. Today he has six plants turning out, at top speed, his seventeen varieties of cars.

Last December quite a little family party called on Mr. Willys at his Toledo home. It was made up of five thousand Overland dealers and another five thousand of their "folks." For seventeen days they pranced around Toledo and got acquainted with Mr. Willys and his plant and his cars, from "Nothing on the floor" to a complete car. Eight years before that Mr. Willys did not know one of these men, nor had one of them heard of Willys. In a recent address Mr. Willys told something of that "visit," and of the growth of his industry that made it possible:

"They came from all parts of the country, in seven miles of Pullmans. It was a veritable confusion of tongues, but not of thoughts. They learned that we were big, but also that we were human—they found that their rich relatives were not a bad sort after all.

"In 1909 we took over the big Pope-Toledo plant, but it wasn't big enough for us. Our first year at Indianapolis saw us turn out 465 cars. By 1910 this output had grown to almost four times that. The figures are:

1910	1,395
1911	18,000
1912	22,000
1913	33,000
1914	45,000
1915	60,000
1916	142,000
1917	140,000

"A procession of all the cars we have built would reach from New York City to far west of the Missisippi, but they are not in a procession, they are scattered over the world. Eight years ago we had 250 employees. Today we have about 20,000. Naturally I wanted my salespeople to come on and get acquainted and they came, like schoolboys, bubbling with fun and keen for business. They saw everything there was to see, ate beefsteak dinners and witnessed the best minstrel show I ever saw in my life—all made up of our own talent."

Mr. Willys' mention of the minstrel show gives a hint of how very human he is. He gets in with the people. That was why he sold more cars than the old company could turn out. Now he has country clubs, league baseball, football teams and all sorts of things of that sort for his employees. When he bought the Pope-Toledo plant one reason he got it at such a bargain was because of the labor troubles there. After he took it the men found they were getting what they earned and more, and labor troubles are unknown there.

THE WILLYS PERSONALITY

Back in the early days while everyone was "automobile mad" the people were not at all happy with the one-cylinder

affairs. Mr. Willys knew this. He proposed to give the people what they wanted. He built up his giant business on three cylinders—that is, he added three more cylinders to a car of popular price and then had to keep about as big a staff at work enlarging his plant as worked on his cars.

"He looks like forty, he acts like thirty—and he works like sixty," said one of the officials of Mr. Willys' company. "He's down to his office before the office boy and he sets a pace difficult to follow."

Mr. Willys' is dynamic, blue-eyed, possesses a pleasant smile, is slightly gray and can cover more territory today than his youngest, liveliest salesman.

Before the war and before he started in to do his bit for Uncle Sam, Mr. Willys' daily schedule was something like this:

Reach office 8 A. M.
Complete inspection of plant 8.30.
Get through important mail 9.30.
Meet callers by appointment until 1 P. M.
Office conference until 2.

After that hour he frequently has private interests, family interests, a bit of rest, some golf, more than likely, a trip to some gathering and speechmaking.

Mr. Willys has a charming wife and daughter and a wonderful residence in Toledo, The family spend their summers on the Massachusetts coast. If he has any hobby at all outside of manufacturing a good automobile, it is art. About four years ago he bought Rembrandt's famous "Pilgrim at Prayer," paying a quarter of a million for it. He owns many famous old masters and probably possesses the finest private art gallery in the West.

Quite naturally he believes in good roads. A few years ago he believed $150,000 worth in them, giving that sum toward the building of the Lincoln highway between New York and San Francisco. He says that good roads do much for the automobile industry, but that the automobile industry has done ten times more in creating good roads. It wasn't more than six years after he organized the Overland Com-

pany that he was offered $80,000,000 for his share of the company.

That is considered, in the industrial world today, as "some organizing." It is little wonder that when he offered the powers at Washington to do his bit that someone said, "He's a great organizer."

If anyone in America can organize into the Training Camp Recreation Fund a sum equivalent to 3 for every one of our millions of soldiers and sailors "over there," John North Willys can do it.

WHERE ARE THE SHIPS COMING FROM?

By A. C. LAUT

IF you want to know where the ships are coming from to offset the 500,000 tons that are paying the monthly toll of the German submarines, come out with me to the ship yards of the Emergency Fleet.

Last September 14th, when one of the largest ship contracts was signed, all that shore front of Newark and Hackensack Meadows, now destined to become one of the greatest ship building sites in the world, was chiefly a salt water swamp. Three months to a day from the signing of the ship contract, I visited a site of 125 acres of this shore front. It had been filled in with cinders. More than 1,000 car loads of material for ship building were daily being brought in. There were twenty-six miles of rail trackage and siding already being used. Twenty-eight ship ways, or berths, were being constructed and more than 30,000 hemlock piles thirty to fifty feet in length were being put down by automatic pile drivers. Do you realize what twenty-eight ship ways mean? They mean the resting frames for the building keel and hull, and the anchorage waters for the ship, when it slips off the ways. They mean a water front as long and as complete as in New York from Fourteenth Street to the Battery; and all this had been whipped into shape from a salt sea swamp within three months.

But this was not all. It was not a fraction of what had been done. Back of the twenty-eight ship ways and the piles and rail tracks feeding material to the ship front was an administrative building of concrete and glass larger than the New York Customs House housing 400 administrative officers. Behind the long administrative building were a hospital, a restaurant for the workmen, a hotel for the executive officials. To right and to left of the administrative

building were two large corrugated iron and steel fabricating shops, where the ready made material will be put together to be sent out to the ships. Far to the right of the administrative building and twenty-eight ship ways was a twenty-ninth dock or berth, where the machinery, boilers and interior furnishings would be put in each ship as she would be towed round from the ways. Here, too, each ship would be tested by trial spins across the water before being taken over by the Government. These ships are to be built with 5,000 tons displacement and oil storage for fuel sufficient for a cruise of 21,000 miles without refueling. Please re-read that last statement!

ONE HUNDRED AND FIFTY SHIP YARDS

When the War broke out in 1914, one of the biggest ship owners in America—a man who has chartered twenty-eight ships to the Allies—told me he considered any ship, submarine, or surface carrier, that could cruise 3,000 miles without refueling—he considered such a ship a miracle. These 5,000-ton cargo carriers can cruise 21,000 miles without refueling. In this yard had already been delivered $1,375,000 worth of steel for rivets. To this yard were daily coming material for the ships from forty-six different steel and supply plants, some of them as far West as Milwaukee. This ship yard received its contract on the 14th of September and drove its first rivet the third week in December. It has taken a contract for 150 ships; and after the launching of the first ship, will turn off one ship every three days as long as the War lasts. It is now building twenty-eight ships simultaneously. Three thousand yard contractors are at work and 15,000 ship builders will be at work by the time these words are printed.

And this ship yard is only one of seven around New York harbor. When the War broke out, there were only seven active ship yards on the Atlantic Coast, big and little, altogether. To-day, there are seven such yards around New York alone. By 1916, there were sixty-six ship yards big

and little in all parts of the United States. To-day there are almost 150, doing business, driving rivets, laying keels, building houses for workmen, prepared and equipped to launch ships before the end of 1918. The very same story could be told of ship yards at Philadelphia, on the Gulf, on the Pacific Coast, on the Great Lakes. Take Philadelphia! Before the War, it was seldom Philadelphia yards employed as many as 5,000 men. To-day, Philadelphia employs 21,000 men in ship yards supporting a total population of 100,000. One new plant alone at Philadelphia has in six months expended $20,000,000 and has fifty vessels on the ways, of a contract for 200. In Philadelphia also, the Shipping Board has placed 7,500 car loads of dock piles.

THE WOODEN SHIP

Or come to one of the wooden ship yards! Before the War, wooden ship building was an absolutely dead craft in the United States. About a year ago, before we had declared War at all, one of the big oil exporting firms of New York desperate for tankers, or for anything to convey oil to the belligerent navies, announced that it could place 15,000 workmen in New York yards for immediate duty. Highest wages were offered; but less than 1,000 men turned up, and they were chiefly poor ignorant foreigners, who did not know cross-trees from dock piles. The art of wooden ship building was dead, which was a great deal more disheartening than the fact set forth in the oft quoted phrase about "birds still nesting in the trees for ship timbers." But come to the Philadelphia wooden ship plant! It may be said that at time of writing there are over forty active wooden ship yards in the United States launching real ships on real seas. This particular Philadelphia ship yard had no contract from the Government in May, but one month from the declaration of War, basing action on the good faith of a Government that could win the War only through ships, it had bought a ship yard site and had plant and houses for workers going up to care for 5,000 men and launch ten wooden ships every

sixty days. It had spent a million and a half dollars before it had even the promise of a contract from the Government; and to-day it has ten keels on the ways and instructors from Belfast and Glasgow and the old Maine yards directing the workmen on every hammer stroke. Yet three months ago, the site of the Newark ship yard of the Submarine Boat Corporation was a salt meadow; and the site of the Traylor Shipyards out from Philadelphia was an unkempt, sleepy village. And these yards are typical of 150 that have sprung like a vision from Carthage over night into an astounding and unbelievable reality.

The wonder is not that the Emergency Fleet has done so little. The marvel beyond words is how it has ever accomplished so much. Yet the average American citizen has been asking himself if our boasted Emergency Fleet is a paper ship—if it will ever really sail real seas. Not by 150 yards booked to turn out from ten to two hundred ships each is it a paper fleet.

Two hundred thousand ship builders are at work now. Five hundred thousand will be at work by spring.

The contracts let for the Emergency Fleet run in sizes from 3,000 tons to 5,000 for wooden ships, and from 5,000 to 12,000 tons for steel. The Government supplies all material. In some cases, it advances money for the ship plant and the houses for the workmen. This explains the amazing difference in the prices at which the contracts have been let, running all the way from $136 a ton to almost $200 a ton. The Government then takes the ships over, paying the yard 10 per cent above cost. Government inspectors and accountants are permanent residents in every yard. Before the War, similar ships could be bought for from $40 to $75 a ton. The fact that the Government commandeers supplies at a fixed price ensures the certain delivery; but it does not ensure as prompt delivery as if a private buyer went scouting the market for what he wanted regardless of price for quick delivery; but it is an absolute certainty with private buyer competing against private buyer, contracts could not have been ensured for as many ships in the end.

THE NEW SHIPS "STANDARDIZED"

The secret of the Shipping Board's success in spite of delay and bickering lies in one magic system, which bridge builders, structural steel workers and motor factories had begun to practice before the War, and which foreign ship builders have used for fifty years. Homer Ferguson of Newport News advocated it as far back as six years ago. Ford was the first man to popularize the idea through colossally spectacular profits. The secret lies in what is called "Standardization" or "Fabrication." Before the War, if you went into an American ship yard you would find simultaneously on the ways at once a dozen ships of a dozen different sizes and uses. There would be barges. There would be harbor tugs. There would be canal boats. There would be destroyers. There would be cruisers. There would be dreadnaughts. In Great Britain, if you went into the big ship yards you would find one yard devoted to certain types and sizes of ships, another yard to other sizes and types. Certain manufacturing plants would manufacture thousands of the same parts for these standard types and could manufacture a thousand different sizes for the same ship yard. It is on record that before the War as many as twenty-five hundred factory operations would be needed for one passenger liner. Lack of standardizing doubled and trebled the cost of American ships and delayed their delivery by months.

For about fifteen years, the structural steel trades, like bridge and tank work, had been standardizing sizes in their output. Now a modern steel ship is nothing more or less than a covered steel bridge or steel office structure built to float with motive power in its boilers. Men like Ford of "tin-lizzie" fame, and Warden of a great bridge company, and Sutphen of the Submarine, and Ferguson of Newport News, and Ferris, the naval architect, and Hurley of the Emergency Fleet—had been asking themselves why it would not be possible to hurry up our ship programme by a sort of multiple manufacture of the same thing, the way Ford turns out his

cars at high speed, low cost, high wages and highest profit. Some of the English Admiralty men were over here desperate for ideas to combat the growing submarine peril. They were having lunch in a downtown club. Sutphen happened to sit next to one of the Naval officers. He threw out the suggestion that if American ship builders were permitted to build submarine chasers in multiples identically alike, they could catch up on the submarine peril. The English officer's answer was—In the name of humanity, go to it! Do it! And 550 submarine chasers were turned off in such an incredibly short space of time that the German Emperor—as told by Gerard—could not believe they had crossed the seas. Not one of these chasers was lost. Not one proved unseaworthy. In a year the submarine chasers had accounted for 84 per cent of Germany's submarine fleet.

So when the Emergency Fleet programme came up, the first question was—Why not standardize? Contracts were let accordingly—3,500 ton carriers to one firm, 5,000 ton carriers to another firm, 7,500 and 8,000 and 9,000 and 12,000 to others. Model ships were designed, built and tested and these were taken apart. The different parts were then sent to different fabricating factories all over the country—particularly the interior, which for the first time in history now sees itself identified with ship building. The Government then sent out its buyers to commandeer the output of these factories, and orders were placed for multiple parts in thousands. Only 18 per cent. of the total ship building work will be done in the ship yards direct. The 82 per cent. will be done in the fabricating shops. It may be said here that it took the combined genius and work of seventy-five engineers to standardize bridge building; and it took fifteen years to perfect it. The Emergency Fleet has standardized American ship building in eight months. That is why they call the chairman down in Washington—"Hurry Up Hurley."

The benefits as to speed and workmanship are incalculable. For instance, the output of forty-three factories was at once commandeered for one yard. For all the yards,

more than 600 factories and shops have been asked to devote all time and material. Instead of crowding hundreds of thousands of operatives in one congested center, the fabricating and standardizing idea has spread ship building inland to shops in Milwaukee, in Akron, in Dayton, in St. Paul, in St. Louis. This spreads the wages and the benefit to every remotest hamlet in the land. It has made ship building a popular passion.

WHAT OUR SHIPS WILL DO THIS YEAR

Is Uncle Sam's Emergency Fleet a paper ship? Is anything being done? Answer it in contract figures.

We used to have about seven active ship yards. We have almost 150 now. We used to build about 250,000 tons of shipping a year, chiefly for the Navy and Coast work. By 1917, we were building 800,000 tons a year, not counting Naval work. By 1918, we shall have turned out 5,517,100 tons of merchant marine tonnage, not counting 787 ships building for the Navy. If you add to this total the ships commandeered, the Emergency Fleet will have at its command by the summer of 1918, 8,000,000 tons for War work. Suppose each ship good for a trip a month. We shall be able to convey to the fighting line nearly a billion tons a year, or supplies for an army of 20,000,000 men. If the Emergency Fleet is building the bridge for the boys to cross to victory, be assured the bridge will be ready.

Before the War, Great Britain had 21,000,000 tons of shipping, Germany 5,500,000 tons, the United States 5,350,000 tons. By the end of 1918, the United States will have built 8,000,000 tons besides the 2,000,000 tons commandeered. Thus has Kaiser William kicked Uncle Sam into doing for himself what all the invocations and injunctions of patriots could not move him to do—to become a great merchant marine power in the traffic of nations. Will Uncle Sam continue to own and operate the ships after the War? We need not answer that question till we have crossed the bridge to victory, and when we have crossed the bridge to victory, the

American people, who will have paid the bill in blood and coin, can pronounce what they want done with the ships.

WHERE IS THE LABOR COMING FROM?

The United States has seldom ever in times past employed more than 20,000 to 30,000 people in ship building. The Pacific Coast yards alone to-day require 75,000 men. Philadelphia is employing to-day perhaps 21,000 men on ship building. She requires 25,000 more. Newark is employing 15,000 men all told. Put three shifts to work, as all the yards intend doing instantly their supplies come to hand, and Newark will require 45,000 ship builders. There are at work in the ship yards at time of writing perhaps 200,000 men. Put three shifts to work; and the yards will require 600,000 men—all in the high pay class. Grant that each man represents home support of three people. The ship yards of the United States will early in 1918 represent a specialized population of 1,800,000. The Pacific Coast population will be increased by 225,000, Philadelphia by 138,000, Newark by 135,000, Groton, Connecticut, by 25,000, and so on down the line, wherever keels are being laid, altogether apart from the forces of 30,000 to 40,000 men employed in the old yards, now almost entirely given over to Navy work, which is distinct from Emergency Fleet work; and altogether apart from the inland shops and factories turning out material for these Emergency Fleet ship yards to use.

Nor is this all.

At time of writing, the Emergency Fleet Board counts on launching both of ships built and commandeered, 1,400 vessels by 1919. Each of these vessels will require from 100 to 200 ship hands—or at least 200,000 more men. Where are they to come from?

The Shipping Board has practically ruled, with the approval of the President, that men who offer themselves to the ship yards in the spirit of national service shall be exempt from any draft.

Labor, too, is on the firing line, and just as many patriots

are needed for the firing line in the ship yards as in the trenches. Right on that point is the biggest perplexity confronting the Shipping Board; so that a questionnaire is being prepared to be sent out soon, to every able-bodied artisan in the country, as to what work he is doing, his past experience, where he is instantly available and when. When the questions have come back and been classified by the Government—two courses may be open. Men drafted for the Army may be given the option of service in the ship yards. That seems simple, but might disrupt prevailing scales of wages. Or the Government may commandeer so completely *all* building supplies during the duration of the War, that the building trades will gravitate en masse to the ship yards.

I asked one of the most successful superintendents of labor in the ship yards if he thought the Government needed either to draft labor or "to commandeer all building material." He answered emphatically—"I do not. In the first place, all building material not ordered before the War, is practically all commandeered, or ordered far ahead now; so that no big concern is going into any big building venture during the War. In the second place, wages are so high now, no contractor can afford to employ second rate men. Soon as present contracts are finished, you will see masses of ungraded labor thrown out of work. This will in turn displace a lot of high priced labor for us. I don't expect wages to go one jot higher in the building trades during the War."

HOUSING AN ARMY OF 600,000

To house a mobilized army of 600,000 was a bigger job than the cantonments for the soldiers; for this army of 600,000 men had families aggregating over a million people, who had to be housed also, if the men were to be held to their job in contentment. Should the Shipping Board finance the housing of the ship workers, too? In some cases it has. In others, it has left the cities to be benefited by the increase in population to provide the housing as the munition workers were housed in the early days of the War.

There is a still deeper significance to this housing of a permanent and trained labor force for ship building. Not a slacker is being tolerated in the ranks of the builders. Each man will be a trained high speed worker. The reaction on his own morale will be as marked as the reaction of military training on a physical slacker. The value of such communities of men in groups all over the country can never be given in dollar terms. It is said the War has regenerated the moral flabbiness of the British aristocracy. It looks as if it would stiffen the backbone of the new aristocracy—the aristocracy of labor. "I can tell," said a yard superintendent to me, "in ten minutes whether a new man is a drag back or a drive forward—the way he handles his hammer, and puts things in their place or mislays them, and the way he walks, vigorously, or lazily, etc." Away back in the pine woods of the South and the hemlock forests of the Pacific Coast, and in the steel factories all through the land are countless foremen watching and saying the same thing, as they watch and train their workmen to win the War by a race.

But having let contracts for an enormous fleet of merchant carriers and built houses for the workmen and gathered 600,000 men to the ship yards, the Emergency Fleet still has one of its biggest and finest tasks to do. Tinsmiths, plumbers, metal mechanics, jack knife carpenters, bridge builders, structural steel men may have had experience helping them to become ship builders; but they are not ship builders yet. They have to be taught and trained and developed so that each man is especially fitted to fill his own niche in a big complicated industry. Here, a dozen different agencies are at work, some directly under the Shipping Board, others handled by merchants' associations and boards of trade and chambers of commerce. In the yards at Newport News has been opened a technical training school for gang foremen and superintendents for the Submarine Boat Company at Newark. The men must bind themselves to a six months' course of training and to come back to the yard paying their wages, while they are taking their training.

Their wages while in training are $5 to $6 a day; and when their course is complete, they will come back and act as gang foremen for units of labor in the big assembling yards. There probably never was a better chance for a young man to learn a fine craft and receive high wages while he was learning and then step into a life work with a great future and the certainty of a big competency. The master foremen and shipwrights to-day will be the big ship yard owners to-morrow—just as the steel man in blue jeans twenty years ago are the Schwabs and Graces of to-day. No more promising career offers to a young man. All the steel assembling ship yards are following this system. For wooden ship work, some of the yards have opened special schools such as in Staten Island. Others have brought instructors from abroad to teach the men every hammer stroke; but the point is—the apprentice gets his $4 or $6 a day as he learns.

HOW TRAINED SEAMEN WILL BE SECURED

But having turned out the ships and gathered the workers and housed them in permanent ship yard centres and trained them to become skilled craftsmen, there still remains something to be done before we have a merchant marine. Each vessel launched will require from one hundred to two hundred seamen. Where are we going to get them? If we take them from the Great Lakes and Coastal traffic, we only hamper our domestic traffic. Here both the Shipping Board and the Navy are at work. Training schools have been established on training ships in all the big harbors, and training schools have been opened at all the big inland centers. With oil for fuel and motive power similar to motor car, the training of a modern seaman is different from the old days, when a seaman had to able to shin up a mast, or reef sail in a gale. To-day, knowledge of a motor car's internal workings, of astronomy as far as guidance from the stars is needed, of the compass and the sextant are better preparation for seamanship than years before the mast; and this training is being given to boys all over the country, par-

ticularly to boys who show promise of ability to become ships' officers. In old days, seamen's pay was small. It could not compete against land jobs. To-day, seamen's pay is better than the highest paid motor car driver, and petty officers have an income equal to the commissioned officers in the Navy. Four years ago, seamen's pay ran from $40 a month and keep to $150 a month for officers. To-day, pay runs from $65 and $75 a month to $300 a month plus 50 per cent. while in the War zone. That is—the lowest paid seaman receives 100 per cent. more than the lowest paid soldier; and the ship officers receive more than Army officers. With the enormous demands of a merchant marine sprung to life as it were in a night, it is hardly conceivable that wages for seamanship will recede whether the War goes on or stops.

If you think all this looks as if our ship building fury were a flash in the pan, that will die down after the War, I don't. Some of the private yards had taken lease on their lands for only four years. At a hint from the Government, the lease was extended to fourteen years. This may be an indication of expectations of a long War; but it is an indication of expectation of something longer than the War—*permanent supremacy on the high seas for Uncle Sam.*

IS YOUR BUSINESS ESSENTIAL?

By LEWIS ALLEN BROWNE

This is the most vital business question that has yet confronted American business. The Government has not solved the question, but is working it out. The following article, in a measure, reveals some aspects of the Government's attitude, authoritatively secured.—THE EDITOR.

"IS *your* business essential?"

The question, first faintly suggested, then whispered, has finally been asked in all seriousness, and with authority.

Almost invariably the reply has been, "Yes, it is absolutely essential."

But *is* it? It is a war questionnaire and must be answered.

How many have asked themselves the question, fairly and honestly, and continued to insist that their business is absolutely essential?

A manufacturer of cut-glass was asked that question not long ago.

"Essential? Of course, it is essential!" he replied, with considerable emphasis.

"To whom?"

"To me. I've got to live, pay my taxes. But, most of all, it is essential to my employes. I've got about two hundred men working for me. They have families to support, little mouths to feed, little feet to keep shod, young minds to be trained and educated. Isn't it essential that these families be kept together and cared for? Isn't it essential that I hold my business together—a business I've been twenty-five years building up?"

His questioner was a friend and felt at liberty to talk rather plainly.

"It certainly is essential that the families of these two hundred workingmen be provided for, that the children be

clothed and fed and educated. But is it essential that the money for this comes from labor in a cut-glass factory? Won't they be equally well provided for if their bread-winners earn the wherewithal at employment sorely needed by the Government? Two hundred men are but a drop in the bucket of labor that Uncle Sam needs this minute, but they *are* needed. They could be put to work at a hundred different things that would help to speed up our war essentials and keep up the supplies needed over there. Is it necessary just now that we have daisies and scrolls and rose-buds and other dou-dabs cut into our drinking glasses?"

"No, of course it isn't absolutely necessary, but it is a mark of refinement, it gives pleasure—I wasn't thinking of that part. What I meant was that my business is essential to my employes and to me and to keeping up the industry of my town. To stop my business would be asking too great a sacrifice on my part. I didn't ask that we get into this war. Yes, the business I've been building up to perfection for twenty-five years is certainly essential to me."

"John," said his friend, "is that cut-glass business you've been twenty-five years building up as essential to you as the life of John Doe—soldier—which he has been twenty-five years building up to perfection, is essential to him?"

To give the cut-glass manufacturer credit, his answer was: "No, of course it isn't—yet it is essential in a degree, and tough on me!"

He was right. It *is* tough on him. But not as tough on him and his people as the going to the front of John Doe is to himself and his people.

OVERWHELMING MAJORITY IS FOR WAR

Tough? Yes, war is tough. Sherman tried to tell us in one word how tough it is. Voltaire said the same thing of war years before. War is pretty much Hell, however it is viewed. But it frequently happens that the oppression and wrongs that war is necessary to correct are much tougher than the war itself.

Mr. Cut-Glass Manufacturer remarked that he did not ask that we get into the war. Neither did John Doe, soldier.

That is, these men did not make a straight request of our Government, but the Lusitania atrocity made them gasp and shudder and see red and wish they could get at the German war-machine that ordered it. Then other atrocities came—to our own, to helpless and weak not of our country, and the majority of us did, in that peculiar, growling, "Let's-get-at-'em" way, ask for war.

No one who has followed the events of the past three years believes that we are in the war against our wishes. Pacifists and other enemies may deny this, but they are no longer "of us."

Over in Germany they recognize that we are in the war because we want to be and that we are not in it for selfish gains. In January of this year Prince Alexander von Hohenlohe wrote, in the *Neue Zürcher Zeitung:*

> "The truth is that President Wilson, in declaring war on Germany, followed the pressure of the overwhelming majority of the American people, and that every American soldier sailing for Europe goes in the firm conviction that he is to fight for the threatened freedom and justice of the world."

There seemed to be some hysteria in Washington. Fuel Administrator Garfield's drastic order closing industries five days and every Monday until March 25 created this impression and the press, for the most part, voiced it as a form of hysteria. It must always be taken into consideration, however, that we on the outside do not see all of the "wheels go 'round." Conditions exist which we do not suspect. Since President Wilson forcibly declared that the order was "absolutely necessary" and Comptroller of Railroads, Secretary McAdoo, agreed, it is plain that the great majority of us had no knowledge of the actual seriousness of the situation.

Whatever else may be said of the order, it possesses value in that it has given the Eastern half of the country at least its first real jolt—a sort of rough awakening to the fact that we are *in* war and that the situation we are facing is far more important and serious than most of us realize.

The coal shortage was but a part of the serious condi-

tion. Coal had to be rushed, ships had to be coaled, homes had to be warmed and at the same time tracks had to be cleared for food, for a food shortage is far more serious than a coal shortage.

The coal shortage precipitated the question, "Essential or non-essential?" It appears now to have been a grave mistake to allow the coal supply to become so low. Whether the producers or the jobbers or the dealers were holding back for a winter of $20-a-ton retail coal doesn't alter the situation. The Fuel Administration finally stepped in and made such a hold-up and hold-back an impossibility.

Whether it was an error to allow more than nineteen thousand coal miners to throw down their picks and take up their guns and prepare to fight for their Government does not change the situation now. The big thing we are facing is the problem of overcoming the coal shortage, not scolding because there is one.

The question has been repeatedly asked: "Is any business that in no manner helps our Government, yet uses quantities of coal needed in carrying on the war, essential?"

In the first place, there is no legitimate business in our country that does not help the country. Whatever helps the country helps the Government. Put the question this way: "Is any business essential that does not help our Government to carry on the war?"

There seems to be every reason to believe that every business is, in a degree at least, essential. It is unquestionably the desire of the War Board to co-operate with industry and to have the co-operation of industry to the end that the Government may

(a) Procure necessities for war.
(b) Procure necessities for the public welfare.
(c) Preserve industries for peace.

BUSINESS RESTRICTION PROPOSED

The War Board is extremely reluctant to classify any business as absolutely non-essential. This board desires to divert so-called non-essential business, wherever possible, to

work that is in part or in full helping in the production of essentials for war.

No business or industry is non-essential to the workmen and the capital employed therein. When one considers that 10,000,000 people and $13,000,000,000 of capital are employed in non-war industries, the need of caution in declaring any of such businesses to be non-essential may be understood. About as far as the War Board has cared to make definite suggestions thus far is that parts of some industries may be eliminated as absolutely non-essential in war-times, such as the manufacture of odd sizes and styles and varying grades of goods created by highly competitive conditions, made in more or less relatively limited quantities, which are not necessary to the public welfare. The War Board is urging voluntary limitation of such in the belief that the effect will be to strengthen the position of the industry, prove beneficial to the manufacturer, to the industry as a whole and to the public at large.

The situation today is like that of the chap in the water shouting to the man on shore for help. The man, instead of throwing him a rope, is asking him how he came to fall in. That cannot be regarded as essential. There's time enough after the drowning man is rescued for him to tell the story of stumbling in the darkness and falling in. The one and only essential thing at the moment is getting that rope out within his grasp and hauling him ashore.

In considering the reduction of output in non-essential industries, the officials in Washington are wasting no time now in asking why it should be necessary, they are throwing out the rope that will save the nation and enable the nation to join with her Allies in compelling the enemy to yield.

It will mean a big sacrifice, this reduction of non-essential business. A great many men will lose money if a temporary stop or reduction of output is made on the production of the 525 non-essentials listed by the Railroads' War Board and submitted to the Government.

The most serious problem in America today is our shortage of labor.

Close up every non-essential business in the country and not a working-man or woman need go begging for a job. The Government and thousands of private interests are begging for workmen—have long been begging for them, and unless the labor shortage is supplied the consequences will become more serious than ever.

ARE THERE 525 NON-ESSENTIALS?

It would be no hardship to labor. It would be a hardship to the owners and the stockholders of any such business. But how about the hardship of training in camp, of chancing a trip through the submarine zone, of more training aboard, of life in the trenches, of "going over the top" in the face of shrapnel and machine guns and the bullets of the Huns?

There can be no comparison between these two as to sacrifice and hardship.

What *is* a non-essential?

Washington officials are not ready, at this writing, to disclose the Railroad War Board's list of 525 non-essentials, other than to generalize. Said one official: "We are pledged not to divulge a single item of that classification of 525 non-essentials, but I can tell you that about the only things we omitted from that list were food staples, fuel, building materials and war supplies. All luxuries, near-luxuries and semi-luxuries were put on the list."

Pin any business down on a card and dissect or analyze it as a scientist would an entomological or geological specimen. It is no more difficult to classify business than it is to classify the specimen. Take pins as an example. Several thousand men in this country are employed in making stickpins to be worn in cravats. They are pretty, they give pleasure, but who can say that they are the least essential? No one will be a whit worse off for going without them.

But safety-pins are quite another matter. They are essentials. We must have them for the flannel band about baby's pink and sensitive "tummy," for the muffler about the wrinkled and bloodless neck of the octogenarian, and all the stages of life between.

The manufacture of canes surely is not essential. It is whispered that the Railroad War Board went further and recommended that the manufacture of umbrellas be held up.

Very well—fancy $45 hats are not essential for the women. Let the umbrella shortage come and see the women shift to weather-proof hats—and save the price of a pair of Liberty bonds in a year.

The making of stick-pins is rather delicate work. The men and women are somewhat skilled. What will they do if this work is stopped? Write to the Ordnance Department at Washington and you'll get a list of employers by return mail—employers who not only can use the services of such workmen, but who are scouring the country for them.

It is not going to be easy to judge every business as to whether it is or is not essential. At first thought one might say that the extra light and portable typewriters were not necessary, that the ordinary sort were. Yet our Government found those small, very light typewriters to be so important that it ordered great quantities of them and they are aboard our naval vessels, in our army headquarters, and in use in hundreds of places where the war work is going on.

This question of essential business hits every official in Washington. Fuel Administrator Garfield is making every effort to get sufficient coal to families to keep them from freezing, to get sufficient coal to such plants as turn out war supplies to keep them running, to such industries as prepare staple foods to keep up the output and to ships that they may ply back and forth between here and Europe with our men and their supplies, and with supplies for our Allies and for such of the nations as we find to be truly neutral and in need. Naturally, any business that is not essential is looked upon with disfavor by Dr. Garfield.

Food Administrator Hoover wants enough coal to keep the trains running, to keep the food plants running.

Daniel Willard, Chairman of our War Industries, must have coal enough for them. He frowns, naturally, upon any enterprise whatever that tends to lessen that supply by so much as a shovelful.

Edwin B. Parker, Chairman of the Priorities Committee; George N. Peck, Industrial Representative; P. B. Noyes, Chairman of the Conservation Committee; A. H. Smith, Assistant Director General of Railways; Secretary McAdoo, Comptroller of Railroads, and every state official concerned with food, fuel, transportation or anything else necessary to the Government, are all deeply concerned in the matter of essential and non-essential business.

Not only because cutting out business that is not necessary conserves coal for business that is absolutely necessary, but because it also releases more labor—and the labor problem just now is as great as any problem we have to face. We are even considering the importation of Chinese labor. What would American labor say to that!

Protests are already coming in. Boston protested loudly at the outset. Boston needed coal and it was rushed there until it was later discovered that New England was actually not in such dire need for fuel as the Middle Atlantic States.

COAL THE GREAT ESSENTIAL

Is there need of keeping saloons open from six in the morning until midnight? The laborer is better off—is of more value to himself and his employer without his morning dram. All men are better off when saloons close at 10 or even 9 a.m. since there is less temptation to drink more and sleep less and thus add to their inefficiency in days when the one big thing is efficiency in every walk of life.

Nor is there need of a growing hysteria. As this is written the aims of Official Washington seem to be not the entire closing of every business that isn't absolutely essential, but a normal, logical, conservative curtailment of that business.

At this writing there are in New York harbor one hundred and twenty big ships, all loaded and ready for sailing, and not one of them may do so because of lack of fuel. These vessels are laden with food for our own boys in France, "An appreciable army," they admit in Washington. In fact a greater force than most people even realize. These ships are

also laden with ammunition for our allies, with food stuffs for them and with necessities—always necessities and nothing except necessities.

At the same time there are, within a ten minute automobile ride of these ships, scores of plants that are using tons upon tons of fuel a week—fuel that would enable these boats to get away and come back and get away again, and so speed up the war and bring peace—and these plants are turning out what? Glass beads! Celluloid picture frames! Artificial flowers! Bird cages! Laces and embroideries! Silver ornaments! Silk hats! Satin dancing pumps! Wrought iron, fancy metal grill work, fences, etc. Bar fixtures! Show cases! Soda fountains and appliances! Ukuleles, saxaphones, mandolins, etc., etc. The list could go on for pages. Are any of these essentials?

Is it absolutely necessary that we have $17 satin dancing pumps and celluloid picture frames and new bird cages and ukuleles?

LABOR CONSCRIPTION MAY COME

Is it more important that we have these things than that our soldiers have machine guns and field artillery and beans and beef and bread—ammunition and blankets and uniforms and kits?

Is it more important that we have new bar fixtures in our saloons and cafes—glass and brass and nickel—than that our allies have wheat and steel and cloth and other necessities for their soldiers on the field and for their working men and women at home supplying them?

Just now the big need is fuel. When summer comes and transportation is not delayed by snow drifts on land and ice packs along the waterways the fuel problem will not be as severe. Homes will not need it—shops and theatres will not need it, and, having learned a bitter, freezing lesson this winter, individuals and manufacturers will endeavor to stock up.

But there will still be the labor shortage, unless some Government action is taken. A further conscription of labor

seems on the way. Every railroad man is now working for the Government. It may be necessary to take over all the shipyards, food plants and many other industries. The shipyard need and the coal mine need of labor is great indeed. A writer recently gave a single example of shipyard conditions. In a shipyard on the Pacific a boy of eighteen whose job was to toss hot rivets from forge man to riveter, decided he would take a couple hours' sleep and did so behind a pile of lumber, tying up the forge man, the riveter and riveter's assistant for more than two hours. The boy, when reprimanded by the boss, was impertinent, he said he had a right to loaf when he pleased. He was discharged. Next day every boy doing his work walked out on strike and to get them back big concessions had to be made. The boys were more independent and impertinent than ever. It is this sort of thing which will do more than all else to bring on Government control of shipyards. This is an essential business and the boy is an essential.

At the end of 1917 about 150,000 carloads of freight had been hauled to our National Army and National Guard camps. Add to this the carloads of freight hauled to war plants, food plants, and to the seaboard for shipment abroad and the question of necessity for locomotive fuel cannot be questioned.

A great hue and cry went up in New York City when it was proposed to eliminate the electric signs.

"What!" exclaimed everyone, electric power people, advertising people and citizens in general, "shut off these lights? Utterly ruin the most famous thoroughfare in the world? Spoil the far-famed 'Great White Way'?"

It was a loud and pitiful yelp of protest.

The order came. The lights were shut off. A few refused to obey at first. A visit from officials next day changed their views. And now Broadway is without those mammoth electrical signs—without the animated fountains of electric lights, revolving automobile tires and playing kittens and gum-chewing girls and electric eagle-wing flapping and sparkling liquor pouring from lurid bottles—also without the big plain signs.

And yet Broadway isn't spoiled. It isn't even harmed. It is the same old Broadway. There is just as much business going on, just as much gaiety in the cafes with only one tiny sign over the door as when a fifty-foot sign constantly kaleidoscoped across the front.

OUR THEATRES ARE ESSENTIAL

Everyone seems to vie with everyone else in conserving electricity because it saves just so much coal and every lump of coal is needed for Government business. Only the necessary lights are on. The result is an immense saving in coal and everyone happy.

No one objected to the signs in normal times—everyone admired them and boasted of them. But these are not normal times. We are at war. We do not all realize it as yet—but we are going to. Those who realize it now will escape the bitter shock of the later realization.

The great mass of electric lights along any Great White Way in any city are absolutely non-essential.

At first thought it does appear as though the theatres were non-essentials.

England thought so and started to close them.

Result?

A most depressing effect upon the morale throughout the country. The people at home found the streets dark, no amusements, no place to go, their loved ones at the front, all they could do was to sit and think—sit and think—sit and think, until their nerves could not stand the strain.

And the boys who came back on short leave, or wounded —the conditions were so depressing that it affected their morale—it left them with a feeling that there was nothing to live for, that the nation was fast being done for.

Then England allowed amusement places to open. It encouraged the production of every cheerful form of amusement. Comedies, funny motion pictures, music halls—(vaudeville)—burlesque, light drama, musical comedies, everything that was happy and cheerful was put on. Never has there been such a theatrical business in England as dur-

ing the past two and a half years. The morale of the people at home came back with a snap—it was less difficult to get enlistments.

Our theatres *are* essential.

England, far more hard-pressed than we realize over here, did not believe in putting a stop to so-called non-essential business. She restricted them, however, and with no evil results. At present sixty-eight industries with ramifications, may not employ laborers between the ages of 18 and 61! Here are a few of the many industries England thus restricted:

Pleasure vehicles, safes, metal office furniture, furniture, cabinet making, picture frames, wood carving, show cases, quarrying, glass staining, bevelling, embossing, silvering and cutting, painting and decorating, bookbinding, wallpaper, carpets, millinery, patent leather, umbrellas, cakes, brushes, goldsmiths, trunks, etc., etc.

Is it necessary to have feathers, even though made from hens' feathers, for the women's hats? Is it necessary to have artificial flowers? Can't we worry along with plain crockery? Do we need blue roses and pink castles and purple cows on our plates, cups and saucers? It requires labor and fuel for all this.

NON-ESSENTIAL JOBS

Do our apartment houses need such big staffs of employes? Cannot Milady open the door for herself? Is it necessary to have a strapping big fellow stand out there in a uniform decorated with more braid than Papa Joffre ever wore, just to rush out and open your car door and rush back and open the apartment house door—and hold out his hand for the tip? Why not let this man use his strength in some munition or uniform or food product plant? Why not let him shoulder a gun?

The apartment house owners who keep such a staff are getting into the non-essential class.

Many of our big department stores have dispensed with their Adonises—the floor-walkers. These stately and lordly

chaps have been replaced by women of middle age, keen, intelligent, better able than the men to direct customers and better qualified to keep an eye on the shop girls. And scores and hundreds of men in khaki today were floor-walkers yesterday.

This was done voluntarily.

Have you any employes in your business that you can dispense with?

Uncle Sam needs them, every mother's son and daughter of them. We can get along without tissue paper covers and red and gold abdominal bands about our cigars; we can dispense with fluted lavender paper cups about our bon-bons.

We can dispense with the bon-bons!

There does not seem to be any particular need of manufacturing more expensive jewelry for the present. Those who can afford it can doubtless worry along on their present supply. And there is a big stock of it on hand.

It would seem that there's no necessity for making any more cheap jewelry at present. I mean the sort best described in that famous old joke—"What is the first thing to turn green in the Spring?" The answer is, "Christmas jewelry!" Thousands are employed in making it. We know we could manage to toddle on through life without wearing it. One may purchase a thrift stamp for the price of a cut glass "diamond" ring, or a War Saving Certificate at the price of a near-gold almost emerald bracelet.

This business seems absolutely non-essential. But is it? One of our big foreign markets for cheap jewelry is Chile. We send our cheap jewelry, the Attleboro and Pawtucket and other brands down to that country and in return for it we get nitrate. Nitrate is a big essential. We must have it in the manufacture of ammunition!

Probably the cheap jewelry business could be restricted, and the output for "home consumption" stopped, but so long as Chile wants our cheap jewelry and we want Chile's nitrate, the making of enough of that sort of jewelry to get the nitrate

becomes essential. Thus it is a most difficult matter to draw the line, to decide what is absolutely non-essential and what is only partly essential.

GOLD MUST BE MINED

There are many things seemingly non-essential. But the entire situation must be studied thoroughly before final judgment is made. How about velvet, wallpaper, silk hats, millinery, pictures, musical instruments, soda fountains and soda fountain concoctions, bar fixtures, vases for limousines, aquariums, weather-vanes, bowling alley supplies, and a great list of similar articles.

We probably have twice as many lawyers as are necessary to our comfort or peace of mind. Half of them might enlist without upsetting in the least the judiciary of our nation.

There is a small army of promoters. Their services are needed promoting the output of war necessities or promoting the unhappiness of the enemy from the front line trenches.

Dancing masters and quack doctors and fake dentists and freak "leaders" of weird so-called religious cults—an endless list of such people might also be helping win the war. They are not helping now. Just now they are no more essential to our Government or our welfare than a cigar-lighter is essential to a goldfish.

There are many more essentials than most of us know about. Gold is essential. There is some talk of an embargo on it. The situation is not understood by any who advocate such a thing. The freight cars needed in gold mining are extremely few. A gold mine is not like a delicatessen shop which may be closed for the duration of the war and reopened without loss or trouble. An embargo on gold means one thing—the filling of the mine with water, ruining it for all time and wiping out, as if by a fire, the tens of thousands of good dollars put into it.

Pump it out?

Rockefeller might afford it, but scarcely anyone else—and he wouldn't lose that much money. He wouldn't do it

because it means all outgo and no income. Gold mining is among the essentials.

Artificial limbs—butchers' supplies, grocery store outfits, surgeons' supplies, tin plants for food cans—cheap grade motor cars for quick transportation, and many other things that are in reality of decided importance.

THE FUEL ADMINISTRATION PLAN

Indications, just now, are that many so-called non-essential industries must be regulated, some slightly, some greatly curtailed. Despite the Railroad War Board's list of 525 non-essentials submitted to the government, the sentiment in Washington is not at this writing in favor of shutting down entirely such industries. But, on the other hand, our industrial equipment is limited. We do not have materials, machinery, transportation, labor or capital sufficient for fighting the great war and for normal business at the same time. No nation has. This war *must* be prosecuted to the utmost and business must make sacrifice to provide the necessary equipment to "carry on."

The great problem is to provide this necessary equipment with the least possible injury to the business of the country. If so-called non-essential industries are cut off, many of them will be ruined and others permanently crippled. The Fuel Administration is working out a plan which provides for necessary restrictions with the least possible injury to industry, as follows:

A—Complete coal budget with detailed estimate showing:
1—Total coal production in 1918 (Bureau of Mines estimate).
2—Coal needed in 1918 for direct war work.
3—Balance of coal left for non-war industries.
4—Coal used in 1917 for non-war industries.
5—Curtailment of coal necessary for non-war industries.

B—Provide for necessary coal curtailment by following steps:
1—Voluntary agreement by each non-war industry to limit the least essential parts of its product—each industry making the reduction where it will do the least harm.
2—Formal order from Fuel Administrator making legal and binding on the entire industry the various restrictions voluntarily agreed upon.

This plan applies directly to actual coal consumption

only. The actual effect is to limit production, consequently limitation in the use of coal will make a corresponding saving both in transportation and in the materials needed for war. Among the methods suggested by the Fuel Administrator's Department for saving are:

1—Reduction of hours.
2—Reduction of lines manufactured.
3—Elimination of new lines or designs.
4—More efficient management.
5—Transfer wherever possible of product from non-war to war.

Two things remain to be seen:

To what extent will the Washington authorities classify the Railroad War Board's list of 525 non-essentials as absolutely or partially non-essential?

To what extent will the manufacturers of these so-called non-essentials or non-war products, volunteer to follow out the Fuel Administrator's plans?

THE SNOWDROP

By RICHARD LE GALLIENNE

THE snow and the rain are falling together,
And there on my window pane
The frost makes pictures out of my sighs,
As I watch for those everlasting eyes
That I shall not see again,
April or winter weather.

Yet, the snowdrop whispers under the snow:
"I too am dwelling beneath the ground,
But in spring you shall see me blow,
Like a long-lost jewel found,
And your two bright sleeping eyes
Shall wake as they were before,
And your long-lost face shall rise
Through the soft green grave-yard floor . . .
There is much music under-ground,"
Said the snowdrop under the snow.

WORLD LAW--FIXED BY WORLD STATUTES

By SIDNEY AUSTIN WITHERBEE

IF in the years of peace and plenty we missed our opportunity and failed to prepare for war, we have yet another opportunity given us, which is that in time of war we may prepare for peace. To fail in this second opportunity would be even a greater mistake than to have failed in the first, because we were not absolutely sure that we would have war, while we are absolutely sure that peace will come to us.

As we are certain that peace will come—peace of some sort—sooner or later, is it not a matter of the greatest importance what brand of peace that peace shall be? Grasping the opportunity the situation affords, it is just as easy to have a peace that will endure, as to have one that is only a breathing spell during which preparation will go on looking for further strife and wanton destruction, and further strife and wanton destruction will come again and again unless the peace which grows out of the present conflict is a world peace, made possible by a world law, fixed by a world statute, and enforced by a world police.

The law of the world, fixed by the statutes of the world and enforced by the world's police, is no more difficult or impossible than the laws of New York, fixed by the statutes of New York and enforced by the police of New York, or the laws of any other state or country, fixed by its statutes and enforced by its police.

We have grown in the habit of speaking of "International Law" and of "International Lawyers" until even our greatest lawyers and heads of our greatest nations have come to look upon both as existing, and the people of the earth, if they thought at all, have thought that "International Law" was something real, instead of a myth. "International

Law," as a matter of fact, does not exist. What the world has been holding to as long as it could, is nothing more nor less than precedent, and in some cases, treaties. Treaties, however, that are made between two, or several nations, while morally binding on these nations themselves, are not " international," and are in no sense binding on other nations that are not signatory.

If Smith and Jones, who have been doing business alone, decide to go into partnership, and do so, it does not in the slightest degree follow that their neighbor Robinson is bound to do as Smith and Jones do. But if Robinson also comes into the partnership, he is then, of course, bound by both law and equity to their articles of agreement.

Last August I addressed the following letter to His Holiness at Rome, sending it to His Eminence, Cardinal Gibbons, to be forwarded:

August Thirty-first,
Nineteen Seventeen.

To His Holiness Benedictus XV., Pope,
Rome:

May I ask that Your Holiness read carefully, and then consider earnestly this letter, and if you find it compatible to do so, act upon the suggestions it contains?

We, the people of the United States, together with other people of other nations, have for centuries talked of " International Law," and International Lawyers, yet knowing all of the time, that there is no such thing as either. There is no International Law, and never has been, but there should have been, and would have been, if the world had stopped to think.

Is it not time that the world should stop to ponder; and that passion give way to reason; and that love, instead of hate, be permitted to govern God's children of the earth?

Every nation has its statutes that fix its laws. We, the United States for example, have our United States Statutes, and separate states, enjoying states' rights, each have their statutes under which they fix their laws, and maintain them.

Has the world any statutes? No. Is there such a thing as International Law? No. Can laws be broken that do not exist? No. Can there ever be International Law without International Statutes? No.

I think the STATUTES OF THE WORLD are long over due, and I propose we have the STATUTES OF THE WORLD, under which international law shall be fixed and maintained, and I appeal to you to use your high office in making such a thing possible, as soon as possible.

There has never been a more propitious time than this to do so, when the world is shedding its life blood in blind passion and hate. If an age of reason can be opened to the world, I am sure the present

carnage will cease at once, and with the feeling that peace has brought victory, victory for all; all the world.

Have you stopped to think that all the nations at war today believe they are fighting a righteous war, and are each of them praying to God to make them victorious? What, under the circumstances, can God do? He might find it best to cleanse the world of passion and hate, and to have both give way to love and reason. If this were done, the prayers sent up to Him from all the warring nations asking for peace with victory, would be answered—there would be peace; and there would be victory—victory for all the world.

Is it impossible that He may be sending His message to the people of the earth through so humble a being as myself, by giving me the inspiration to raise my poor, weak voice against the voice of cannon, and to ask a world of men, blind with hate, to stop—just long enough—to see?

My plan to make possible WORLD LAW, and to preserve international law and justice throughout the world is the result of very careful study that was compelled by inspiration, and I have been made to believe that the WORLD STATUTES, like God's commandments, should be short, concise, and clear. The fewer they are, the easier it will be to remember and obey them, and likewise to enforce them.

I submit in only twenty-five statutes, what I consider as being enough to create a WORLD LAW. I feel sure that there is no nation in the world who will refuse to become party to a world law, and who, having done so, will ever break it, or permit another to do so.

THE WORLD STATUTES.

We, the NATIONS OF THE WORLD, in joint assembly, and represented each by our duly and legally appointed representative, holding full plenipotentiary power, have this ———— day of ————, enacted the following STATUTES OF THE WORLD:

STATUTE ONE.

The law of the world as agreed by its separate nations provides first, that each and every nation shall enjoy its complete, full, and absolute sovereignty, and shall live and be governed by its own people, and its own laws.

STATUTE TWO.

No one or more nations may conspire with another nation in forming either open or secret alliance for the purpose of intimidating, or in making and waging a war against another.

STATUTE THREE.

No nation shall have or maintain an army of more than ———— men for each 1,000 of its population, and then only for strictly police and constabulary duty, in the prevention of smuggling across its borders, and the preservation of its laws, and keeping order within its own domain.

STATUTE FOUR.

No nation shall possess, or maintain other than standard arms, as provided for by statutes five and six.

STATUTE FIVE.

No nation shall possess other than ———— for its infantry,

or ———— for its cavalry, or maintain arms or munitions factories within their domain.

STATUTE SIX.

All arms and munitions necessary in equipping and maintaining the army constabulary of each nation, shall be made in standard form, by one plant, under the joint control of the world's nations, and sold to them at cost.

STATUTE SEVEN.

Each and every nation may at its will, fix or alter its import and export duties, or may enter into reciprocal trade relations with another nation, or nations, and such a reciprocal treaty shall not be held in violation of statute two.

STATUTE EIGHT.

Smuggling shall be a crime against the nation whose laws and sovereign rights have been offended, and the offending person or persons, if arrested, shall be tried by the Tribunals of, and under the laws of the offended nation.

STATUTE NINE.

Any person or persons of one nation, shall enjoy full freedom, rights, and protection of another nation, while visiting or residing, or doing lawful business in the domain of another nation, but shall be considered as enjoying only the same rights as the people or inhabitants of that nation, and thus, be subject to its laws and Tribunals.

STATUTE TEN.

A corporation of one nation may do business in another nation where it becomes protocolized and legalized under the laws, and is subject to the laws and Tribunals of that nation.

STATUTE ELEVEN.

Extradition of criminal refugees shall in all cases be granted by one nation to another, even though the criminal may be a native of the nation from which extradition is being asked, and all criminals shall be tried and treated under the laws of the nation in which the crime was committed.

STATUTE TWELVE.

Any nation may exercise its own will or judgment in deporting objectionable aliens from, or admitting them within its domain, and can determine whether or not, it shall consider or view as objectionable, political refugees.

STATUTE THIRTEEN.

No nation shall permit any alien or aliens under temporary or permanent residence, to conspire with each other, or with others, for the violent overthrowing of another nation, but when apprehending such person or persons, shall deport them forthwith; and any nation failing to do so, and affording asylum to such person or persons, shall by its act, confess judgment to the other nations of the world as being a co-conspirator, and as violating the world's law.

STATUTE FOURTEEN.

No nation's jurisdiction shall extend more than three miles from its shores, or the mouths of its bays or rivers, and beyond the three mile limit, shall be agreed as the high seas, and the high seas shall be free, equally free, to all the nations of the world, in the lawful pursuit of their trade, fishing, travel, and international and lawful intercourse.

STATUTE FIFTEEN.

No nation shall divert or consume the waters of its rivers, where the rivers flow into another nation, but all such rivers shall be considered international, with international rights, and it shall be a violation of the world's law to divert or consume such waters, by one nation, to the inconvenience or detriment of another.

STATUTE SIXTEEN.

No nation shall maintain a navy, other than necessary revenue cutters to prevent smuggling or unlawful fishing; and it shall be unlawful for any merchant ship to carry arms.

STATUTE SEVENTEEN.

To guarantee the freedom of the seas, and the safety of all nations' merchantmen, and as a police or constabulary to keep the seas free from piracy, and to prevent them from becoming the theatre of unlawful acts, there shall be maintained by the nations of the world, a joint, or international, or world navy, the expense of which, and the crews of which, shall be international.

STATUTE EIGHTEEN.

Conspiracy or munity by any of the officers or crews of any ship or ships of the world navy, shall be punishable by life imprisonment at hard labor.

STATUTE NINETEEN.

There shall be a world court, which shall be composed of one representative to be appointed by each nation of the world.

STATUTE TWENTY.

All differences and disputes between one nation and another, shall be heard by the world's court, the duty of which, and under its purpose, and the oath of office sworn and taken by each of its members, is to hear dispassionately the evidence, and the arguments introduced, and adhering strictly to the law as it is set forth by these, the world's statutes, render the decision of the court, which shall be that of a majority of its members.

STATUTE TWENTY-ONE.

The verdict of the world's court shall be supreme and final.

STATUTE TWENTY-TWO.

In case of any nation refusing to accept or abide by the decision of the world's court, then, and only then, the world's court shall call for the enforcement of its verdict by the world's navy, and if a greater force is necessary, then, and only then, it shall call upon each of the nations of the world to send an equal percentage of its army constabulary, at once, to compel the offending nation to comply with its verdict.

STATUTE TWENTY-THREE.

For the purpose of transporting and mobilizing at the shortest possible time, these portions of the world's constabulary at the theatre of dissension, it shall be lawful for any nation to commandeer any ships necessary or convenient for answering quickly the call of the world's court, and the owners of commandeered ships shall be paid for their use or damage by the world's court, and the total cost of the entire mobilization, shall be paid by the offending nation or nations who made the mobilization necessary.

STATUTE TWENTY-FOUR.

All the nations of the world shall at once respond to the call of the world's court, as provided by statutes twenty-two and twenty-three, and without regard to whether their representative at the world's court stood with the majority or minority in the finding of its verdict.

STATUTE TWENTY-FIVE.

All the nations of the world, shall in joint assembly, accept these, the world's statutes, and agree separately, and collectively to uphold and enforce them, and invoke the blessing of Almighty God, in the spirit of peace on earth—peace eternal—throughout the world.

It is clear that if this law, by these statutes, is accepted by the nations of the world, that it will insure that which our greatest men and minds have been searching for, but always groping in the dark. I have suggested the twenty-five statutes with no idea that they may not be changed. It is the idea of having STATUTES of the WORLD that I think is most important to put into the minds of the people of the world, and it is the idea, that I am advancing—together with suggestions for the STATUTES OF THE WORLD, which, however, must be regarded as suggestions only.

It would seem that if this plan is offered to the world at this time, when it is facing destruction, that the nations of the world would be quick to acquiesce in adopting a plan of world law to be fixed by the STATUTES OF THE WORLD, and to be administered by a WORLD COURT, and if ever found necessary, then, and only then, to be enforced by the WORLD POLICE.

There seems little doubt that if Germany, who started fighting for ambition, could stop fighting now that her dream of power is only a nightmare, that she would do so, but Germany is no longer fighting for what she began to fight, but is fighting for her very existence. It seems to me that if the German people could see their future existence safeguarded, that they would welcome peace, and gladly meet conditions of peace that called for indemnity, and no annexations, etc. So long, however, as they are made to feel that they are to be crushed, they will certainly do as any other power would do, fight on and on, until they are crushed, and in this event, the cost of war in life and to the future and puny generations of the world, will be as hideously monstrous, as it is entirely unnecessary.

I think, Your Holiness, that where so much, in fact, apparently all depends on you, that you have an opportunity to be heard, and surely heeded by the nations of the world, and that it is given you to bring peace to the world, and a peace that will endure.

As to Germany being made to suffer; she has already suffered the loss of her best or her worst men, her merchant marine, and foreign trade, to say nothing of the world's respect. A nation cannot suffer much more and continue to exist.

In writing to Your Holiness as I am doing, and in making this plea for universal peace, which in the way I have pointed out, would be eternal, I do so fully mindful of, and appreciating my own humbleness, yet fully believing that I have been inspired by Almighty God, and finding nothing ignoble in striving to keep, or in asking the world to keep His Commandments.

It gives me the greatest satisfaction to add that although born

out of the fold of the Catholic Church, I have with every year of my life, grown more and more to appreciate her supreme position and universal influence, and to say that my veneration of the exalted state of Your Holiness is not inferior to that of any of your children.

I have the honor to remain,
Your faithful and obedient servant,

At the same time I addressed this same letter to His Excellency, President Wilson, changing only the last paragraph, and, to insure his personal reading of it, I had an ex-U. S. Senator, and a great friend of His Excellency, hand it to him. Up to the present time I have received no acknowledgments from either. The United States and her Allies are already talking seriously of ex-President Taft's plan of a league of nations to enforce peace. In such a plan there is grave danger of arousing hostility among the nations that are not included in this league. This league would at once be viewed as a bully, and as a greater menace to democracy than that one which the present war is working to destroy. If we are sincere when we say we are fighting for democracy, world democracy, let us then prove this to be true. There is nothing democratic in a league of stronger nations dictating to the rest of the world.

Let us have done with platitudes and cease our prattle. We do not love our enemy, and at the same time work for his destruction. We do not fight for democracy when at the same time we plan a still greater instrument than is yet known, to work its everlasting destruction.

When, last August, I addressed His Holiness, Pope Benedictus XV, and His Excellency, President Wilson, laying before them my plan of World Democracy, to be made possible by World Law, to be fixed by World Statutes, I stopped there, as it seemed to me that either one, or both of them, would be glad and quick to throw their world influence into bringing my plan to a state of realization. I have been waiting—not very patiently—while men are dying by hun-

* Two days after the acceptance of this article, President Wilson read before Congress in joint assembly his address setting forth our war aims. His 14 articles seem to contain the suggestions made in 24 of Mr. Witherbee's proposed statutes, only the President clings to the plan of a league of nations to enforce peace, while The Witherbee plan calls for a world law, to be fixed by world statutes, and enforced by world police.—THE EDITOR.

dreds of thousands in blind passion and hate, hoping that the seed I had sown might find root. I have been disappointed as well as surprised, but I cannot admit my failure until I have sown the seed again and in a larger and more fertile field.

It is with this purpose in view that I am making public my plan, in the hope that the people who are the democracy of the world will be reached and touched, and that a world demorcacy, as a result, may dawn with the ending of the present hideous conflict. Should the present conflict end with "a league of nations to enforce peace," democracy will receive the greatest blow that has ever been dealt against it, and in greater degree than ever before in history, the stronger will dictate to the weaker and the feeling of oppression will become even more acute in the hearts and souls of the masses. Just as long as there is oppression in the world there will be war in the world, but if it is once removed, and instead of a "league of nations to enforce peace" there is a World Law, fixed by World Statutes and enforced by World Police, there will at once come and forever remain, world peace.

As I stated in my letters to His Holiness, Pope Benedictus XV, and to His Excellency, President Wilson, the 25 statutes that I have offered are given only as suggestions, and with no idea that they may not be changed, and expected to be treated as suggestions only. It is the idea that I want the nations and the people of the world to grasp, and having done so, make the idea the basis of an enduring peace. I am not appealing only to the belligerent nations, but to the neutral nations as well. What is needed is leadership. The rest will surely follow, or else confess judgment and plead guilty to abominable hypocrisy. Out of passion and hate there may blossom the beautiful flowers of love and reason. Shall it be so? Or shall it be ignobly written in the history of the world that the youth and flower who so gallantly sacrificed their lives on the altar of freedom were the victims of the worst kind of arrogance and deception, and laid down their lives in vain?

IS THE SOLDIER CODDLED?

By CAPTAIN EDWARD LYELL FOX

THESE words are for you who will, as you are called to the colors, become soldiers of the National Army. They are for your loved ones and friends. They are also for everyone who reads in the newspapers about the National Army, who cares about it, which is hastening to mean all those who are not reposing in internment camps. Should there be such, who may chance upon this, they will find in it scant comfort. For it will coldly tell of the lot of a soldier to-day in the National Army, free from the passion of the "muck-raker" and free from the distorted viewpoint of the "investigator." You are reading daily of the soldiers in our vast cantonments and of their lot. You are writing to them and they are writing to you. Occasionally, you see photographs of them and their life in cantonment. But how much do you really know about them? Do you know how they are fed? How they sleep? What they wear? How they are cared for when ill? How they manage to get along on their pay? How they are amused? Why sports are encouraged so much? Why food, clothes, quarters, medicine, amusement, and $30 a month isn't such a bad job? Unless you have lived the life of the National Army, you cannot know and understand these things. You cannot grasp it by merely visiting camp. You have to be in it. The letters home, they never tell it; and the letters from home, they are always filled with questions. "Do you get enough to eat?" . . . "You must be very cold down there. . . . I read in the papers that the boys at Camp Funston were going around in zero weather with nothing but thin coats on. . . . They didn't even have uniforms."

In any undertaking as vast as the National Army, there is always bound to be more misinformation than truth. Untruths are spread broadcast, innocently enough, by those

who repeat gossip and in a sinister way by those whose intent it is to discredit our Army. I refer to the group that has stolen the word Socialism to use as a screen behind which they mask their activities for the Kaiser—that group today which is always prattling about " Free Speech." And I refer to the other type of Teutonic agent who will whisper to you that he has heard of this or that misfortune to our National Army.

To be sure all is not perfect in cantonment life. That would, on the face of it, be absurd with so swift and so vast a preparation for war. Of ordnance—guns, rifles, pistols—we are short, for the moment. That is public knowledge, aired in a Congressional investigation. But our men are not poorly clothed nor are they cold or hungry. It is about time the truth were known.

Anthony Wayne Putnam was called to the colors. Consider him as a composite of the entire draft. Think of him as reporting at any one of our National Army camps. They are alike. What happens to him in one, happens to him in another. The Putnams are clothed, fed, their health is looked after, likewise their amusements and their finances, by the same system.

Upon his arrival at camp, Anthony Wayne Putnam's steps lead from the railroad station to the regimental infirmary. He is there given a swift but searching look-over. He is inspected for contagious diseases and for vermin. Not that the American youth believes the theory of the Russian peasants that one is not healthy unless one provides shelter for at least one tiny louse; but the Army Doctors are taking no chances. If the new recruit should have picked up vermin on the troop train en route to camp, it is detected and he is " de-loused " before being allowed to enter the barracks with his comrades. If he has a contagious disease, he is immediately sent to the camp hospital. For example, we had a case the other day of a man who developed chicken-pox en route to camp.

At his regimental hospital, Putnam is given a vaccination against smallpox and an inoculation calculated to pre-

vent him from contracting typhoid. Assume that he has passed this first test, the object of which obviously is to protect him and his comrades. He then reports to his Company Commander. Presently back to the hospital he goes, this time for a searching physical examination. Back at the local board where he enrolled for the draft, he was stamped "Approved" by a civilian doctor. That is not enough for the Army; and the Regimental surgeon goes over him. He goes over him with one thought in mind. Has this recruit any defect which we cannot correct which will render him liable to breakdown under military service? Feet, heart, lungs, teeth are tested. If the man's case seems at all doubtful, he is submitted by the Regimental Surgeon for rejection. Thereupon, he is sent to the cantonment hospital and a special examining board again goes over him thoroughly. If they agree with the finding of the Regimental doctor, the man is recommended for rejection. He is rejected by the Division Surgeon, home he goes. So if you know of anybody in the National Army today, you know they are physically fitted for it. They have had the acid test.

Our recruit, Anthony Wayne Putnam, saw a man who came down on the train with him, going through the examination in the Regimental Infirmary. Every regiment has its own infirmary, its own staff of doctors and dentists whose job it is to look after the health of the men in that regiment. Recruit Putnam noticed that some men with flat feet were accepted. He thought this a little strange for he had heard that the flat foot men were useless on a march. Later he learned that such men had to report twice a day to the infirmary for treatment to correct their fallen arches. He learned too that an X-ray photograph was taken of every such pair of flat feet and that as the special exercises went on, the photograph absolutely proved that the defect was being corrected.

But no "flat feet school" for Recruit Putnam. He passed the examination with flying colors and was ordered back to his barracks. Looking over his new home, he found it was a large building, made of wood but that the inside of

it was lined with a composition which resembled heavy cardboard and shut out the cold and wind. He discovered that the lower floor of the barracks was devoted to the kitchen, a storeroom for food, containing a big refrigerator, a dining room large enough to accommodate 190 odd at a sitting, without crowding, a big sleeping room, a store-room for clothing, and the Captain's office. Going upstairs he saw that the entire second floor of the building was one huge sleeping room and noted with satisfaction that it contained two big stoves in which fires were already burning and that there were stoves in the sleeping room down stairs and in the mess hall, too. "Yes, the quarters are warm," he thought.

Then he was given a strong iron cot, a straw mattress, and two blankets, woolen army blankets the same color as his uniform, and a heavy comforter. A mess kit was next added to his new possessions. Upon examining the kit he found it to contain a tin plate, a frying pan, a tin cup, knife, fork and spoon. It was with a bit of misgivings that he glanced at the frying pan, the wild thought occurring to him that he would have to cook his own food. At meal time, however, he learned that he used the frying pan as an extra plate.

Mess over, his clothing was given him. He drew down a pair of khaki pants and a pair of woolen ones; a khaki coat and a woolen coat—two suits. A pair of canvas leggings, a hat, a poncho (raincoat), two suits of cotton underclothing, two suits of heavy fleece-lined under clothing, four pairs of socks, two flannel shirts, a blue denim suit to work around in, a belt, a heavy woolen overcoat and two pairs of shoes. The one pair was a russet that he could keep polished and always look smart in; the other was a field shoe of natural colored leather, hob nailed and as strong as iron. Like most of his comrades, Recruit Putnam kicked against heavy field shoes and said they were uncomfortable, until he learned the trick of rubbing them well with oil—then he swore by them.

That's the wardrobe of your soldier boy in the National

Army. It may not agree with some of the stories you have heard, with some of the indignant letters you may have seen written in the newspapers. I recall reading one such written by a well known woman fiction writer. Her very name inspired confidence. She stated that she had seen soldiers drilling on a cold day and wearing only thin civilian clothing—this at one of our middle western cantonments. You can see the same thing at any of our cantonments if you happen to come on the right day. What I mean is this. The situation is that the makers of clothing and equipment for the National Army are turning out these things just as fast as is humanly possible. Who could foresee last winter that we would need clothing for over a million soldiers? So we must be careful and conserve every article of clothing until we have plenty of it—which will soon be. So, we are not issuing uniforms to men the day they reach camp. We are not giving army clothes to them until they have passed the Army physical examination, until we know that they are going to be retained in the Army. Which is common-sense. Also, it is impossible to give a soldier his clothing the very instant he has been physically accepted.

Let me show you what has to be done. His size has to be taken for every article. Army clothes are not sized like department store clothes, by ages, or chest measurements. Different measurements determine an army size; for example, a man with 25 inseam, 35 inches around the hips, 34 inches around the waist, he takes a size 4. So, you see, your recruit Anthony Wayne Putnam has to have the tape measure run all over him and all the readings recorded. Then his sizes and the sizes of all his comrades have to be determined. These have to be composited, put on a requisition sheet and sent down to the Quartermaster's. There they have to be counted out, loaded on trucks, sent down to your barracks, and issued. This is not a matter of a couple of hours, rather a couple of days. In the meantime, the recruit drills in his civilian clothes.

No officer wants to see a man not in uniform. It not only goes against the man's comfort but it is a depressing

feeling; moreover, if you have a lot of men ununiformed around camp, you don't know whether they are soldiers or laborers. Officers do everything they can to get the soldier in uniform as quickly as possible. That accomplished, he must send home his civilian clothes at once. The men the woman letter writer saw drilling may have been men in that brief period of waiting for their clothing after their sizes had been taken. Certainly they were not at Camp Dix.

Is the soldier warm? You may judge from the clothing that has been issued. Also consider that he receives woolen gloves and inevitably a sleeveless sweater, which he is ordered to wear underneath his shirt. And should you see him drilling out in the open, don't be alarmed. He's exercising, you are not.

Some men need more bed clothing than others. The Red Cross is procuring a third blanket for every man. With a comforter that should suffice for anybody but a man with anemia. For his case, he has the advice of his Company Commander to place layers of newspapers between two blankets and pin the edges of the blankets together. Consider that to look after his men is an officer's duty. He must see that the soldier's bed is comfortable, that he is well clothed, that his food is good, and well prepared, and that he has plenty of it. And more than anything he must satisfy himself that his soldiers are happy and contented. I believe that the most difficult thing for the average officer to acquire is not how to become a crack shot with a pistol, how to give commands and know whether or not they are being obeyed promptly; not how to appear like a lieutenant of the Prussian Dragoons when saluting his superiors, *but to know how to look after his men,* without babying them or losing his grip on discipline. If he knows his military science and has the gift of imparting it to his men and if he knows besides how to look after them he is indeed blessed of the gods for when it comes to battle he is going to get far better results; he is going to get far more out of his men than the martinet who lacks a knowledge of human nature. The good officer has that keen personal interest in his men

which will make him see to it that they are happy and contented and which will give him a nightmare until he knows that they are. From association, I can say that most of the Commanders of the National Army have enough of a perspective upon life to know how to look out for their men.

What does the soldier get to eat? Before we sit down to the table with recruit Anthony W. Putnam—his middle name has been dropped by now, only its initial is carried officially by the Army—understand the system of feeding. The word "ration" means three meals a day for a soldier. Every month, the amount of money allowed for the ration by the Quartermaster Department varies. It is 40 cents, running a fractional part of a cent above and below. That means a soldier must be fed on forty cents a day. Before any indignant wife scornfully says, "Impossible," may I pause a moment? Each Company feeds itself. It has its own kitchen. It buys from the Quartermaster. It buys beef, a whole quarter at a time, for 15 cents a pound, any kind of a cut, costing the same—while you are paying 40 cents! It buys bacon at 45 cents a pound while you are paying 60 cents—potatoes at 2½ cents while you pay 5 cents—and so on. This is only possible because the Government buys in vast quantities and sells at cost or sometimes at a loss.

Now the ration is worked on a monthly basis. Say you have 200 men in your Company. You are allowed 40 cents a day to feed each man. That makes a daily allowance of $80, a monthly one of $2,400. That sum is placed to your credit at the Quartermaster's. You buy against it.

Your recruit Anthony W. Putnam is in a new organization. The Captain wants to secure a "Mess Fund." This is money saved upon the ration, any balance on your $2,400 at the Quartermaster's which is turned over to the Company at the end of the month. The Captain wants that saving because he is allowed by Army regulations to spend it in any way he sees fit for the betterment of his soldier's food. He knows, for example, that he can't buy eggs, ice cream, chicken, lamb, pork, fresh fruit at the Quartermaster's. But if he gets a savings on the first month's ration allowance,

he has the money to buy these things "outside." The recruits do not know this. They invariably write home during their second month that the food is much better but don't know the why. Now, there is nothing the matter with army food. Officers from time to time eat from the barracks kitchen to check up that the food is good and ample.

Here is a day's menu to which the Anthony W. Putnams are sitting down. Breakfast: Stewed prunes, oatmeal and milk, bacon, boiled potatoes, bread, coffee. Dinner: Vegetable soup, roast beef, boiled potatoes, peas, bread pudding, tea. Supper: Hash, dill pickles, fried potatoes, stewed apricots, coffee.

The men go through a month of food like that, good, well cooked, but not greatly varied. My men went through it. At the end of the month, the records showed that we had saved $900 on the ration. The next month, the men got eggs, roast pork, roast lamb, ice cream, a greater allowance of sugar, occasional butter and this is what they said, "The chow is much better. The Captain has evidently been sitting upon the Mess Sergeant and making him come across." They did not know that the more varied food they got was only possible because the Mess Sergeant was skillful enough to keep them well if not fancily fed, to use all "waste" and thus make possible the $900 saving. With that he was able to widen his bill of fare that month and automatically every month thereafter. That's the way the soldier's food is looked after. That's the way officers try to give their men a good table.

Which brings us to an institution called The Regimental Exchange; that is, the Regimental Store which sells ice cream, fancy crackers, cake, candy, tobacco, newspapers and knicknacks for the comfort and amusement of the soldier. Also it keeps down the prices; also, it is co-operative. After the Regimental Exchange has paid for its stock —which it gets on credit—its profits are divided equally among every Company. The money goes into the "Company Fund." The custodian of the Company Fund is the Captain. He is authorized to spend that money in ways for the

comfort and happiness of the soldiers and to help facilitate the necessary clerical work. Out of that Company fund, the soldiers buy themselves pianos, Victrolas, "smokes"—if they are going to give a blow-out to another Company—a pool table, anything at all that they want. Not forgetting that for the most part it is made up of money which they themselves have spent at the Regimental Exchange.

Commanders will do everything they can to increase this fund for their men. One recalls a Captain who wrote letters to motion picture theatres in the town from which his men came, suggesting that the theatre put on and advertise a benefit show for their home boys down in camp. A check of $45 from one small town theatre was the result. Newspapers in the home towns of the men were appealed to to raise subscriptions. These came through. Women's clubs in the home towns were written requesting donations of tobacco or sweaters for the men. These came through. The Captain invariably found that if the people in the men's home town were appealed to directly and were told just what their donations were for there was always a generous response. In ways like that are the National Army Commanders increasing the comfort of their men.

Take a man away from home hundreds of miles away, set him down in a camp where he is worked eight hours a day and he must have amusement. One cannot begin to record here what the Y. M. C. A., the Y. M. H. A. and Knights of Columbus are doing for the men in all our cantonments. Y. M. C. A. shacks, each containing a little stage, a blazing open fire-place, Victrola or piano, books, magazines, games, free writing materials are scattered over every camp. Motion picture shows, Broadway vaudeville, boxing bouts are put on for the men. Only the other day in one camp the 90 musicians of the New York Philharmonic, under the leadership of Stransky, gave a concert in camp for the absurd admission price of ten cents. That is a sample of the high-class talent furnished by the Y. M. C. A. for the amusement of the soldiers.

And there are always several moving picture shows a

week. The "movies" are put on in every cantonment, the film or performance being sent on tour from camp to camp. But the army does not stop there. Your wise Company Commander puts on more amusement for his men. Ever so often, he stages a "Company night" in the mess hall. Boxing bouts between men of the Company are put on. Sometimes a monologist is discovered in the ranks; quartettes sing; now and then the Regimental band comes in and helps out.

The singing—that is the thing! Every camp has a skilled song master who gathers the men in the great central Y. M. C. A. auditorium which is in every camp, and works up the singing spirit. The song master gets a thousand men to join in; and the men go back to their Regiments and start the singing there. Do you remember that old tune, "The Old Gray Mare." Well, here's the words they're singing to it now:

"Our Uncle Sammy, he's got the Infantry;
He's got the Cavalry;
He's got Artillery.
And now, by gosh, we'll all go to Germany.
God help Kaiser Bill."

and so it goes, over and over. They seem never to tire of it. Singing in barracks, singing on the march, it's fine for the men.

In encouraging that, one looks ahead. One sees one of those gray winter days of France, a monotonous march to the front past endless villages that have come to look all alike, the novelty of their architecture worn off, One sees the monotonous passing, creaking the other way, of empty transport wagons; hours after hours of marching with depression falling upon the men, damper than any French drizzle and then for them to be able to sing, to sing *together,* that is electrical in lifting spirits.

Do you know that in the Divisions of the National Army, sports have been encouraged—athletic events, football, basket-ball? And in the Spring, baseball will be? Now, when sports do not interfere with the instructions of recruits,

they are beneficial. The slogan is, "Amuse the soldier." Every Company in every National Army camp was ordered to appoint an athletic officer. These officers work under a Divisional Athletic Officer in organizing competitions. Running races, jumping and that sort of thing are held first in the Companies. Then Regimental teams are picked and these meet in competition for the championship of the Division. So with football and basket-ball. Last Autumn every camp had its championship football tourney, some of the games of which were attended by thousands of soldiers. So it will be with baseball.

Now that has a twofold purpose. It is a medical theory that men who participate in sports are not as apt to have their minds upon sexual intercourse as men may have who do not participate. This page is not a clinic for the discussion of the soundness of that theory. It is brought up merely to show that the health of the men is ever a determining factor—as is their amusement.

Don't get the idea in your head that because your loved one is in the Army he's going to get wet feet and get cold and that nobody is going to look after him. Let the facts tell the story. Every morning if the recruit feels out of sorts he is ordered to go on "Sick Report." This means that he presents himself outside the Captain's office at a quarter of seven and is taken to the Infirmary. In civil life if you have the least little pain or ache, is there a doctor on hand to examine you at a quarter of seven every morning? If the recruit's condition is at all dangerous, he is sent down to the hospital. If not, but if the doctor does not judge him well enough to drill, he is marked "Quarters," in which case he is excused from duty all day. If he doesn't feel well the following morning, he reports again at the Infirmary. It takes a recruit some time to get used to army doctors.

In civil life, a doctor writes a prescription. Somehow that inspires confidence. I know of doctors who write elaborate prescriptions for colds—"Two dollars, please. Come again tomorrow." This is not intended as a slap at our medical profession but the doctor knows that his patient

must be given some kind of a prescription or he won't feel he will get better—which is a psychological aspect of modern medicine. Away with that in the Army! There, we have a theory that the three greatest medicines in their order are, water (for drinking and bathing), salts, and iodine. The army doctors strive to make the men drink plenty of water, to flush out their systems. For most complaints, they will start you off with a good physic—to eliminate the poison that is causing the complaint in your system. They paint any open scratch or wound with iodine—because it's the greatest preventative against blood poison known. Until the recruit understands the reason for it, he is apt to write home that no matter what's the matter with him, the army doctors give him a dose of salts and let it go at that. They do not know, for example, that colds can be cured in that way, by that and by cuting away on the intake of food.

Do you know how the soldiers are made immune from typhoid?

Compare the human body to an Army camp. Rioters (typhoid germs) enter and damage (action of a poison formed when typhoid germs enter the blood). The Guard turns out (antitoxin, an antidote which the body makes to fight the poison). A fight follows (the symptom of the disease). The Rioters (the typhoid germs) are overcome and a period (convalesence) follows in which the Camp (body) is restored to normal condition.

Get that parallel in your mind if you would understand the trick that the army doctors play to make the soldier immune from typhoid. Into a man's arm they inject 50,000,000 dead typhoid germs in a little salt water under the skin. Immediately, the Guard (the body's antitoxin) turns out only to find the Rioters dead. Their bodies are carried off. (This is the period of dizziness, headache and slight fever which a recruit feels after the first injection.) The Guard (antitoxin) remains on duty patroling (floating in the blood). Ten days later, the needle goes into the recruit's arm again—ten days later for the third and last time when all the antitoxin possible is made. That remains patroling in the blood

for about three years so that if in that time typhoid germs enter the system they are swiftly overcome and sickness does not result. In just such ways as that is the health of the soldier conserved.

I have told you how he is housed, bedded, clothed, fed, how his body is looked after, and how he is amused. What about money? *He is the highest paid soldier in the world.* A French private gets 5 cents a day. A German 3 cents. The English 25 cents. And the American $1.00. If the soldier is single and has no debts to pay off, he can save money. He is far better off than the farm hand, who in civil life gets from $30 to $40 a month and his board, or the clerk on $25 a week. Figure it out. The cost in civil life of quarters, food, clothing, doctor. A soldier gets that free. And he gets $30 a month. Don't believe that every man in the National Army has to send home money. Also, $10 a month is enough for him to spend considering all the free amusement he gets in camp and the absurdly small cost for amusements—most of which are next to free. That gives him Twenty Dollars left, which if he is wise, he puts into Liberty Bonds. He does that because that makes $20 of his pay a monthly obligation. He has to save it. If the man has dependents and sends money home, the Government almost doubles it for him. If he wants to be insured for $10,000 by the Government, he gets it by paying between $6 and $7 a month according to his age. If he should be what soldiers call " Out of Luck " and become permanently disabled by the war, this insurance gives him a living monthly income from the Government for the rest of his life. No soldiers were ever treated as generously by a Government as ours. If they have dependents, it's a pinch to get through, but in war every body must take a share of the burden. If they haven't dependents, if they are not saddled with old debts, lots of them have better jobs than they ever had or ever could get.

The Government, the War Department, the Officers, the Red Cross, the Y. M. C. A., and kindred organizations, public-spirited citizens, generous women are doing everything they can to make the soldier comfortable and happy. One

might go as far as to say they are being coddled. Compare with the soldiers of some other nations, they are coddled and they deserve every bit of coddling we can give them. Have you seen the slogan in the newspapers "Adopt a soldier"? Do it. If you can't afford to lavish money upon him, send him a little gift once in a while, preferably chocolate. He may not smoke but he eats chocolate. That may seem trivial. Nothing these days is trivial. Nothing that can be done that will make the soldier feel that our people are thinking of him, that our people want to do everything they can to bring him comfort and joy and to drive away boredom—the nightmare which hangs above any overworked army camp.

And when you hear doleful stories of freezing, half-starved men in our National Army Camps; when the mud is stirred up, know that we are not taking men unless we can house, clothe and feed them—that we would take more, could we clothe them; know that the supplies of clothes and all is accelerating every month and Spring will find us well caught up. What the War Department has accomplished in a country so poorly prepared for war, as we were, is amazing. Mistakes there have been. They were inevitable, with a nation making ready for war so swiftly and on such a colossal scale.

But when you think of our army, think of a snowball. At the mountain top it starts to roll. At the start it is small. As it rolls on down it ever grows larger. But it is all snow (all men). Further on it takes up into its substance, frozen twigs (arms); further on loose pebbles (ammunition). Greater and greater it becomes, picking up here and there as it goes—until at the end it is vast and irresistible—our National Army.

UNCLE SAM MUST HARNESS THE MISSISSIPPI

AN ARTICLE THAT POINTS THE WAY TO THE GREAT ERA OF WATER-POWER DEVELOPMENT THAT IS BOUND TO FOLLOW THE GREAT WAR

By JOHN F. WALLACE

[FORMERLY CHIEF ENGINEER OF THE PANAMA CANAL]

IN the Mississippi Valley great forces are lying dormant. The means whereby the South could come more swiftly into its inevitable prosperity are hibernating with the silence of inanimate things. A wonderful power—the power of water—is waiting to swing into action. Once harness it, make use of the Mississippi and its tributaries, develop and improve our system of inland waterways, and Success will be borne on their every flood.

Did you ever study the country lying south of Vicksburg? Did it ever occur to you that it is within the potentialities of the region to produce a system of waterways greater than that possessed by any other civilized nation? Do you know that the Mississippi River, south of Cairo, the St. Francis Basin, the Yazoo Delta and the delta country south of Vicksburg are capable of supporting a population as great in density as that of Belgium or Holland? And do you not see how the development of the South really concerns the welfare of the nation as a whole—how its growth is the nation's growth—its prosperity, the nation's prosperity? And great will that growth and prosperity be when the dormant forces are utilized—when the inland waterways come into their own.

But for proper and successful development the work must be carried on under Government control. The problem is not personal or sectional, but national. It not only requires the most earnest consideration of our statesmen, and of the legal and engineering professions, but also the great finan-

cial, commercial and manufacturing interests. It should be treated systematically, broadly, comprehensively. Let us see why this is:

Up to this time, the agitation in regard to the improvement of our waterways has been handled largely from a standpoint of competitive results. That is, gains to be secured as against our railroad interests. That is wrong. I think the proper attitude should be to develop the transportation resources of our country—not on the theory of interfering with or destroying any of those existent. Rather, the plan is to supplement them and to assist in the development of our country as a whole.

Moreover, proper consideration has not been given to the co-ordinate treatment of our streams from the standpoint of their water-power development. The two subjects should be combined and treated as a unit.

WE ARE BEHIND FOREIGN NATIONS

Our waterways have practically been local issues. They have been bound up in general river and harbor bills and improvements. These have been obtained by trading votes in order to help individual localities. More, this has been done without regard to a general and comprehensive plan. The various problems must be treated in regard to their relative importance to the solution of the problem as a whole. Moreover, the principal reason why our vast system of inland waterways has not been properly utilized for commercial purposes has been the fact that no attempt has been made to provide for the initial and terminal handling of traffic, and interchange facilities between rail and water. Right here is where we differ from Europe. In foreign countries every facility is afforded interior waterways in the matter of terminals. The railroad tracks are but a continuation of the water's surface—which is as it should be here.

What astonishes me most is that the subject has been treated similar to a railroad project in which a main line might be constructed without terminii, without sidings. In

fact, the plan has been without any facilities of direct access to or from industries or enterprises located adjacent to the tracts.

When raw material can be handled directly from the source of supply to the stockhouses of manufacturers, and when finished products can be loaded directly into vessels and delivered at the receiving warehouses of the buyer or commission merchant, water transportation will take its proper place. Today this can be done with rail shipments—not with water.

During the past one hundred years we have had what appeared a seemingly inexhaustible supply of governmental lands to settle and develop. This has resulted in the general settlement of practically the entire public domain. The time has now arrived, however, when our excess population must seek the localities which heretofore have been comparatively overlooked. We must intensify the development of those territories. We must develop and utilize the natural resources which have heretofore received little attention.

Due to these changes in conditions the South, in particular, is about to come into its own. The next twenty-five to fifty years should show a density of population, particularly in the Mississippi Valley and the South Atlantic States, beyond the pale of present comprehension. And it will come because the Government has stepped in and developed the waterways—but more of that later.

As I said, the region is capable of supporting a population as great in density as that of Belgium or Holland.

Various suggestions have been made by engineers as to the proper treatment of this section's waterways. Some years ago I suggested how the ultimate development of the Mississippi River south of Cairo might be effectually and economically made. I advocated the construction of a series of ship and barge canals. These would enter the St. Francis Basin opposite Cairo, and follow the lower part of this basin sufficiently far away from the river to prevent damage by its many changes; then re-enter the river a short distance above Memphis, entering the Yazoo Basin below Memphis and

utilizing it to the mouth of the Yazoo River, and finally cross over to the west side and follow a similar system to the Gulf in the vicinity of New Orleans.

And even stronger is it my opinion today that such a system of waterways could be constructed and maintained at a suitable depth of sufficient capacity and for less expense than a channel of similar dimensions in the Mississippi River proper.

COULD YIELD A VALUABLE AMOUNT OF POWER

It may be interesting to note that there are signs in the region of an ancient canal constructed by prehistoric races. It cuts across from near Helena, Arkansas, to the hills on the east of the Yazoo Delta. This was probably used in connection with the old north and south natural channels, and which cut through this country in a north and south direction today.

I have merely advanced this general scheme as a possible means of solving the problem instead of depending alone on the use of the present channel in the Mississippi River in its unstable bed. Moreover, I urge its consideration before the nation is committed to the expenditure of millions in the improvement of the present channel.

The complete utilization of the head waters of the Mississippi and its tributaries could yield a large and valuable amount of power, and also tend to regulate the flow of the lower streams and materially assist in creating more stable conditions in the lower river reaches, particularly during extreme low water stages. Thus would it render the navigation problem less difficult and less expensive.

In regard to the other streams in the South, the question of co-ordinate water power development is highly important. In fact, so compelling is it that the two problems should be considered as one.

Now, the commercial success of the development of water power depends upon three things:

1. The amount, regularity and reliability of the water supply.

2. The amount of capitalization per horse power or

kilowatt-hour necessary to produce power and convey it to its point of use—the interest on this capitalization being the principal item of the commercial cost per horse power of the amount provided.

3. The availability of the market and the rate at which the power can be provided, in comparison with the cost of generating the same amount of power by steam from coal or other fuel.

It is only in special cases that water power can be successfully used commercially in competition with coal or other fuel. Only rarely, compared to the total water power available, can it be developed by private capital with the certainty of an immediate and satisfactory return on the investment. Moreover, this uncertainty explains the slowness with which our water power resources are being developed. There is the uncertainty of power being produced within the estimated cost of the engineer, and the uncertainty of an immediate available market, both as to volume and price.

Therefore, general Government supervision is advocated. Many advantages would come from the Government taking the work in charge. It could be done in connection with the improvement of streams. Besides it would bring more effective results from unity of design.

GOVERNMENT AID ESSENTIAL

Government credit would have a tendency to restrict overcapitalization. Initial powers would be installed at the lowest possible interest rate. It is not to be expected that private capital will invest in these developments. It will not run the risk of incorrect assumptions as to the amount of power available, extra cost of construction over estimates, delays in installation, inability to develop an immediate market. It will not risk conditions not foreseen by the original promoters.

Moreover, unless these contingencies were counterbalanced by some reasonable chances of prospective profit, private capital would fight shy. Without some chance for profit,

no new developments can be made. While invested capital can earn 6 per cent in going and established enterprises, it will not take an interest in new and untried schemes without a chance for additional profits commensurate with the risk.

And you must acknowledge that such a motive controls us all, whether our capital is one dollar or millions, or simply our daily labor.

On the other hand, the Government, being able to secure the money on the minimum interest basis, should carry on the work.

The utilization of this water power, after dams and reservoirs were constructed, could be left to private enterprise. They could exploit it under proper restrictions as the demand might develop. They could assure such safeguards in the public interest as from time to time might be necessary.

On the other hand, among the disadvantages, would be the tendency which would arise in premature investments. These would be caused by the incentive which each particular locality would have. Political influence would be brought to bear unless prevented by carefully guarded legislation and controlled by a wise and conservative administration.

The present and ever increasing cost of coal, which is one of the burning questions of the hour, should compel us to consider every possible way to provide power by other means, thereby saving not only the nation's supply of coal, but the labor to produce it.

These views lead to the conclusion that the "Harnessing of the Mississippi" should be considered by a carefully selected commission. It should be formed, not from politicians and their adherents seeking positions in the enterprise, but from the leaders in statesmenship, law, engineering, transportation, manufacturing, commercial and financial lines of activity—men who are patriotic enough to devote to it the best of their thoughts, talents and efforts—men who would ignore personal advantages and so assist in the development of our resources and upbuilding the interests of our commonwealth as a whole.

THE COAL MUDDLE

By COMMISSIONER ARTHUR F. RICE

THE United States is the greatest coal producing country in the world and has the most extensive railroad system on earth.

The business men in this country are supposedly as able as in any other and American labor has always been considered adequate for any emergency.

And yet—the greater and by far the most important area of the United States is in the grip of a coal famine!

The fires are out in the great manufacturing plants.

There is not fuel enough to coal loaded vessels or keep ordinary business running or warm the homes of the people.

And now, on orders from Washington, the commercial heart of the country has stopped beating.

People would like to know, and have the right to know. how such a disastrous state of affairs came about: why it was not anticipated and provided for and, above all, whether it is likely to be repeated.

Where lies the responsibility for a situation so grave as to subject this peaceful country to more drastic measures than have been resorted to in England, France and Italy with war in their very door yards?

I should like to discuss this matter from the standpoint of the retail dealers, whom I represent, but will endeavor to take a wider view in explaining the causes and suggesting certain remedies for the conditions that now exist.

Perhaps we should first discover the causes for the conditions which began to manifest themselves in October, 1916, and have continued to the present time, and endeavor to place the responsibility where it properly belongs. First and foremost should be considered the enormous increase in the demand for and consumption of fuel, both anthracite

and bituminous, largely on account of the war. New factories have sprung up all over the country; idle or semi-idle plants have been working full time, over time or double time; industries have been created to supply commodities that were formerly imported; and all these have demanded coal, coal and yet more coal. It is estimated that this year, even with the increased output that is now being effected, the tonnage will fall short of the country's requirements to the extent of 50,000,000 tons.

There has been a shortage of labor at the mines. Agents of the munition plants and other big manufacturing concerns in search of men have raked the mining regions with a fine-toothed comb and the high wages offered have drawn many workmen from this field. The mistake that was made in England was repeated here and miners were urged to enlist, which they did in considerable numbers, still further depleting a class of laborers that cannot easily be replaced.

Railroad transportation has been inadequate. The immense shipments of munitions, foodstuffs and various war materials have glutted the tracks, yards and sidings, displaced other shipments and in many cases brought about embargoes which held up everything in transit. With the facilities they had the railroads have performed prodigious work, but never in their recent history have they been in a worse position to meet the strain. For years the railroads have been the target for drastic legislation. Onerous taxes have been heaped upon them; the frequent demands of labor have been almost universally granted, entailing millions upon millions of added expense; but when higher transportation rates were asked for, the Inter-State Commerce Commission has either refused to grant them or been very niggardly in what it allowed. As a result, capital has refused to invest itself in securities whose dividends were becoming more and more evanescent and even higher rates of interest have often failed to tempt it. As an inevitable consequence many roads were in the hands of Receivers, motive power, road-beds and rolling stock had not been properly renewed and when the

crucial test came the transportation lines were like a sick man called from his bed to do more and harder work than ever before. Naturally under these conditions the shipments of coal were irregular and insufficient.

Meanwhile the Government stepped in and regulated the price of soft coal. The Federal Trade Commission, the Bituminous Operators and a very able Cabinet Officer agreed upon $3.00 per ton at the mines as a fair and reasonable price: but certain Wiseacres took violent exceptions to such a figure and the President settled the controversy, out of hand, by making the price $2.00 per ton. The immediate result of this action was the curtailment of production at a time when the maximum output was vitally necessary. Certain large mining operations, working under especially favorable conditions, might get by with this price; but the small mines, working thin veins and under heavy operating expenses, could not at such a figure get a new dollar for an old one. The scarcity of soft coal became more acute, and in its absence, the supply of Anthracite was further drawn upon and diminished.

A new and additional drain upon the slender stock of coal has been coming in the shape of Government requisitions for fuel, which took precedence over any other needs, and very naturally so: although the Government did not always follow the policy which it has impressed upon other consumers, namely, to purchase and store only for immediate needs, but frequently called for the immediate delivery of large quantities of coal for the cantonments and elsewhere, a greater part of which could by no possibility be required for present use.

These, then, are some of the contributary causes for the shortage of coal, real, irrefutable, and, to a considerable extent, unavoidable. It is only fair to say that all these matters are entirely beyond the control of the retail dealer; that the shortage is no fictitious creation of his own, as has been so often intimated; and that as his living depends upon having and delivering a normal supply, the lack of it hurts him more than anyone else.

And now a word as to retail prices, concerning which there has been a riotous expenditure of language and printer's ink. If I speak chiefly of New York City, it is because I am more familiar with the conditions there; but they are fairly representative of the situation throughout the State, in New England and elsewhere. What was it that caused prices to advance, for a very short period, in the fall of 1916 and the winter of 1917 to the highest point they have reached in many years? Whose fault was it, and who profited by it?

For the information of those who are not familiar with the coal business—and they certainly include a majority of the people—there are two classes of tonnage known to the retail trade. Company coal and Individual Coal. The former is that controlled by the large coal carrying roads, such as the Reading, Lehigh Valley, Lackawanna, Erie and others and sold by them, through agents or affiliated companies, to the retailers. The prices quoted on this coal are uniform and not governed by the scarcity or plentiful supply of the commodity. In the spring, usually about April 1st, the Companies reduce their prices 50 cents per ton, chiefly to encourage and equalize shipments throughout the spring and summer months, and advance their prices 10 cents per month up to and including September, where they remain until the following spring. This enables the forehanded consumer to save money by purchasing his coal early, as the retail prices follow the wholesale prices up or down.

Individual coal is that produced by independent operators, who mine their own coal and are governed only by market conditions in making their prices. When coal is plentiful they are frequently compelled to sell their product at 25 or 50 cents per ton less than the Company prices in order to move it. When there is a fuel scarcity they often get more than the Companies charge. Like any good merchants, they go into the market that most needs their goods and is willing to pay the highest prices for them. Such a market is New York, or any other big city, where the consumption is large, the storage facilities are small and the

dealers there are compelled to buy from hand to mouth, so to speak. If the Companies cannot fill the requirements at the schedule price, the dealers must buy from the Individuals at any price they see fit to ask. All these prices—on the domestic sizes of coal—are now fixed by law, but last season they were not, and we had a runaway market in consequence. The Companies were unable to deliver more than about 60 per cent of the requirements, and on the remaining 40 per cent prices mounted higher and higher until $12.00 per ton, wholesale, was reached. To arrive at his selling price the dealer averaged the cost of the coal he bought and added thereto $2.00 to $2.25 to cover the expense of handling and a small profit for himself. It will probably surprise most people to learn that during the past ten years this profit has averaged less than 25 cents on the domestic sizes and 15 cents on the steam sizes. The dealers purchased many thousands of tons of this individual coal at higher prices than they received for it at retail. Very often it passed through the hands of half a dozen jobbers—each adding 50 cents or $1.00 per ton—before it reached the retail dealer at all. It was an intolerable situation for both the retailers and the consumers and if the Federal Trade Commission had not assumed control of it, coal would probably have gone to $20.00 per ton. I think this answers the question as to who profited by the high prices; but as to whose fault it was—that is another matter and worth considering.

Formerly nearly all the Individual coal was absorbed and handled by the Companies, who purchased it from the operators under contract and disposed of it through Company channels. When, in its wisdom, the Government insisted, several years ago, upon disassociating the railroads from this tonnage and having these contracts abrogated, it automatically created a hundred independent selling agencies, representing these individual operators, who proceeded to market their own coal as best they could. But for this governmental action, practically all this coal would have gone as before through the hands of the Companies: it would have been sold at schedule prices instead of at a premium:

the dealers would have gotten it at the usual figures and there would have been no high prices at all!

But, except during the little flurry a year ago, retail prices in New York, and in most other places, have *not* been high. In a report made last August by the Federal Trade Commission, it was stated that with very few exceptions, the dealers in New York had not charged exorbitant figures. Nearly all the coal sold in New York this year has been at prices ranging from $8.00 to $8.50 per ton delivered, and averages about $8.75 today, which means an advance of but about 20 per cent over the prices prevailing before the shortage. If any other necessary commodity can be pointed out —be it steel, lumber, clothing, shoes or food—that has not advanced more than this during the past year, it would be interesting to learn of it. Moreover, because the retail prices as regulated by the law are, generally speaking, no lower than before they were adjusted, the conclusion must be that they have been reasonable heretofore.

During the past two years there have been three separate and distinct investigations of the retail coal trade in New York. The United States Department of Justice had the first try at it and did a rather thorough job, examining the books of the dealers and their Association and having a number of men before the Grand Jury. Result—no cause found for action. Then the District Attorney of New York couched his lance and spurred into the Coal Arena. Judging from the newspaper talk at the time, the jails were yawning for the coal dealers and few of them would long remain at large! They were engaging in a criminal conspiracy in restraint of trade: they were in an unholy alliance with the railroads: they had driven their competitors out of business by nefarious methods: their already bulging pocketbooks were becoming more plethoric with ill-gotten gains: and they were all guilty, even before being tried for their sins. Result—same superheated atmosphere as before and same scarcity of indictments. It should be noted that although these men had been put under suspicion, their characters assailed and their business interfered with, when they

were found guiltless nobody remembered to give them a clean bill of health!

Then the Federal Trade Commission came upon the scene and when they finished their work they had learned how much coal each retailer handled, of whom he had bought it, how much he paid for it, what he sold it for, and what profit, if any, he had realized from it. There are few secrets in the business with which the Federal Trade Commission is not entirely familiar, and it is well to have it so: for here is a source of information from which skeptical people may learn the truth regarding the retailers' costs and profits and arrive at the facts accurately instead of through their imaginations. The significant thing about all these investigations is, that although evils were thought to exist and those who were looking for them had both the power and the inclination to penalize wrong-doers, not in a single case has there been found cause for criminal action.

On October 1st, Dr. Garfield issued the order which compelled the retail coal men throughout the country to regulate their prices in accordance with its provisions. It was undoubtedly intended to be fair, and was so in that it provided for an increase of 30 per cent over the gross margins the dealers had received in 1915, to cover the additional cost of doing business now as compared with then; but unfortunately a rider was added, making the dealers' gross margin for July 1917 the limit beyond which he could not go in making his prices. No general order of this sort could possibly cover local conditions everywhere, and the result of this restriction was to nullify, in very many cases, the 30 per cent increase which the dealers were intended to enjoy and put hundreds of them in the position of taking a serious loss on every ton they sold. The Act of Congress, under which the Fuel Administration is authorized to proceed, provides that the retail prices shall be arrived at by adding to the wholesale cost per ton the expense of handling, "with a reasonable profit for the dealer." If the law means anything, that part of it which provides a profit for the dealer means something; but it has not worked out that way in practice.

However, State and County Fuel Administrators have been appointed, with power to adjust these inequalities, and have done so in New York City and elsewhere, the gross margin allowed to the retail dealers in New York City including a profit of 50 cents per ton in the domestic sizes and 25 cents per ton in the steam sizes. It is only fair, in view of the magnitude of the job cut out for the Fuel Administration, that patience should be shown respecting the operation of the machine that has been created. Big men are freely giving their time to it, politics has been left out of it and the character of those who are running it is such that a sound policy and the equitable treatment of all concerned seem assured in due time.

The submission of this paper to "The Forum" was prompted by an article, which appeared in the November issue, entitled—"The Coal Hold-up," and I have attempted to answer some of the questions asked and refute some of the inferences drawn by Mr. John Bruce Mitchell concerning the retail coal business. Having been granted an equal opportunity with him, to discuss the question, I shall leave the decision with the discriminating readers of "The Forum."

That there is a most serious and widespread coal shortage can no longer be denied. That the increased tonnage produced this year is inadequate to the growing needs of the country is now a matter of common knowledge. That the dealers are not hoarding coal in anticipation of higher prices can be discovered by any one who will take the trouble to look into their vacant yards, not to mention the absurdity of their attempting to realize higher prices than the Government has fixed.

Mr. Mitchell paid me a high and undeserved compliment and I cannot allow myself to be outdone in courtesy: so I wish to say that I envy him his coruscating style, which I cannot hope to imitate, and his fervid imagination which, alas, I lack. In all good nature, I call his attention to the fact that the "steam sizes," which he quotes me as saying should carry a smaller profit than the "domestic sizes," and which he thinks should go to the poor consumer rather than

to the large—and therefore criminal—corporation, consists of "Buckwheat," "Rice," "Barley" and coal dust which couldn't possibly be used for domestic purposes, although the dealer would be glad to have the householder take it if he would. A large part of this steam coal is the reclaimed product of the old culm banks or mining waste of years. Under usual conditions it is sold at low prices, does not require screening by the dealer, is delivered in large quantities at a small handling cost and is used in competition with soft coal and electricity for heating and power purposes. To attempt to equalize or reverse the profits on the domestic and steam coals would therefore be an absurdity.

As to the remedies that should be applied to correct the present confused and calamitous conditions and make their recurrence impossible, I submit the following suggestions:

That the price of soft coal at the mines be advanced to a point which would enable all the operators, large and small, to make a fair profit, thus encouraging production and insuring a maximum output.

That the Fuel Administration pay more attention to the shipping and distribution of coal than to the details of prices, local deliveries and other retail problems, engaging in less academic discussions and more practical work.

That priority orders which seriously derange traffic and only result in robbing one section of the country to supply another, be done away with.

That the responsibility for delivering coal by boats after it has reached the tidewater terminals be definitely fixed and placed either upon the railroads or the Fuel Administration, thus doing away with the pleasant pastime of "passing the buck."

That ice boats or idle Government vessels be procured and employed to break up the ice in the harbors and keep open lanes for the towing of coal barges.

That the enlistment of skilled miners or their employment by commercial industries other than mining, be prohibited.

That organized labor be called upon to do more sustained and patriotic work at the docks and railroad yards than it has shown any signs of doing during this critical period and that failing to secure this reasonable coöperation, the soldiers in training be called upon to help out when needed, working three shifts per day, if necessary.

That the Government having regulated the prices of coal and assumed charge of its distribution, go a step further and provide proper inspection at the mines as to the quality of coal shipped, setting and maintaining a standard concerning the amount of bone and slate allowable in merchantable coal, thus avoiding the transportation of several million tons per annum of absolutely worthless material, which is a serious detriment to the consumer, an increasing element in the car shortage and an unnecessary strain upon road beds, rolling stock and motive power.

That, for the time being, all coal of the same general quality be pooled so that its discharge into boats may be facilitated by taking it as it comes instead of drilling out odd lots for a hundred different owners and thus holding up cars and delaying transportation.

That there be a reduction in the number of sizes of anthracite coal, from eight, as at present prepared, to four or five, making Broken a special size, or breaking it down into other sizes: putting Stove and Chestnut together: using Pea coal strictly for domestic purposes and putting No. 1 Buckwheat and No. 2 Buckwheat together, thus vastly simplifying the shipping and handling problems and doubling the storage capacity of retail yards.

And, finally, that although the stoppage of the wheels of commerce by the recent order from Washington is a confession of failure thus far to adequately deal with the situation, the Fuel Administration be given a further reasonable trial, but that failing again, it gracefully but expeditiously resign and allow the business to be run by men who are trained to it, who have always handled it successfully in the past and, therefore, are presumably best qualified to handle it in the future.

"MY TYPES"—JOSEPH C. LINCOLN

By Charles Francis Reed

WHEN Joseph Crosby Lincoln starts to talk of the types from which he has drawn the people of his novels, there unfolds before the listener a picture of that vast arm of the land stretching out into the Atlantic, and known on the map as Cape Cod; of the seafaring men who, in the past century, have carried the flag of the United States into the far places of the earth; of sturdy, motherly women who loved the sea; and of modern men and women whose lives stand in sharp contrast to the people of the Cape.

"Cape Cod?" Mr. Lincoln's rather ruddy face brightens with a smile. "Well, I ought to know the folk of Cape Cod. I was born there, in Brewster, lived there all my youth, and since leaving, I can't remember ever having missed visiting the Cape during the year. Sometimes I've only gone there for a few days, often for months, but I always go back—I suppose that it's the call of my blood."

And the man who has written so many intimate pictures of the old seafaring people, visioning the scenes of his mental children, that are famed across the land, paused in reflection.

"My father was a sea captain, so was his father, and his father before him, and all my uncles. My mother's people all followed the sea. I suppose that if I had been born a few years earlier, I would have had my own ship. But when it came time for me to earn a living, the steamship was driving the old square rigger out of existence, and the glorious merchant marine that we had built up in the first part of the nineteenth century was fading into a tradition.

"So I went to Brooklyn to live, and became a broker!" Mr. Lincoln laughed.

In analyzing his work, however, one cannot help but feel that American literature is the gainer by his plunge into

the commercial world, which gave him his opportunity to write, for as no author of recent years he has portrayed so vividly the types whose quaint life along the New England coast has kept its character, even now.

The peoples of the Cape come of a sturdy race, as all the New England settlers, primitive in their ideas of right and wrong, tempered by a certain shrewdness in their mental attitude toward barter and trade. To them the sea was the highway of the world, and they found in the depths a source of revenue and on the surface a trade that led them around the Horn, into the Far East. In the hundred odd years that followed their early adventures, there came into being a fleet of sturdy vessels sailing yearly from Cape towns—ships that went to the great ports of England and France, ships that whaled off Labrador, and ships that dared the Pacific and returned laden with rich cargoes of the Orient.

As the trade expanded, the type of man who was master of the boat changed. He was no longer the Puritan fisherman who seldom ventured far from land—he was the rover, the shrewd man of business who had his offices in the far corners of the earth, his vision and attitude toward life broadened. To his firmly implanted sense of morality he added a characteristic gift of humor, flavored by his contact with varying types of nationalities.

Even as late as sixty or seventy years ago, it was unusual for the native Cape Cod boy not to go to sea in his early teens. A few of them remained behind to become storekeepers, or to take up the profession—the town doctor or lawyer, but most of them, even though they did not follow the life in after years, shipped for a voyage or two. At twenty years of age, the young man who expected to follow the sea as a profession was, in all probabilities, an officer, at thirty a part owner of a vessel. If he had luck and had come home from one voyage after a profitable trade, he became part owner of several ships, with an office in one of the larger towns, or perhaps as far away as Boston. Later, always taking into consideration that he might sail with one of his own ships for the pleasure of the voyage, he returned

to the Cape Cod large wooden house he had surely built, to spend the rest of his life in dignified luxury, living chiefly in the days when he had been an active sailor.

It was in this life that Mr. Lincoln grew up. From his family and neighbors he heard tales that they told one another, of adventures of the sea, or ashore in a land of strange people and customs. Even Mr. Lincoln's mother had made a sea voyage after her marriage—perhaps as a bride. The knowledge and love of the sea thrilled him, and, with this in his mind, Mr. Lincoln became to reveal these romantic peoples in fiction.

"As my mother and I were alone in the world, and as I was to be a business man, it was decided that I had better not waste time in going to college. So, as I said before, I went to live in Brooklyn and entered a broker's office. It was not work to my liking, however, for I wanted to draw, and eventually, under the guidance of Henry Sandham, whose familiar signature was 'Hy,' I went to Boston. There I took an office with another fellow and we started to do commercial work. We were not overwhelmingly successful, and often, to make the picture sell better, I wrote a verse or a joke. Sometimes the verse or joke sold without the drawing. Shortly after this, Sterling Elliott, who was editor of the League of American Wheelman, sent for me and offered me a position as staff illustrator. I accepted. That was in the days when everyone rode a bicycle, and the journal had a circulation of over one hundred and twenty-five thousand weekly, so my verses and illustrations became known to a fairly large public.

"In the meantime I was back in Brooklyn, married to a Massachusetts girl, and doing considerable verse for various publications. They were mostly poems in dialect (that is, in the vernacular of the Cape), and I had almost unconsciously turned to the Cape for my inspiration. I sensed the fact that there was subtle humor in the men and women of my own stock. Then, too, they were unusual characters, and the homes that made a background for their lives were picturesque to a superlative degree.

"It was about this same period that I wrote my first short story. I went again to the Cape for my inspiration, drawing the type of man I knew best for my central character, and the story sold to the *Saturday Evening Post*.

"And I have been writing fiction ever since. In 1904 my first novel, 'Cap'n Eri,' was published. Other novels have followed with fairly annual regularity. They have all centered about Cape Cod and its people, for having thoroughly mastered the psychology of a type of American that was known, appreciated, though through an economic law, fast becoming extinct, it seems better to keep on picturing these people. I have, of course, taken them away from the Cape, setting their individuality in various phases of life.

"The type of sea captain who figures in my stories has not necessarily an accurately corresponding type in my acquaintance. Going back to the Cape after having lived in New York and Boston, I was able to get varying angles on the lives of men and women I had known from childhood. The old sea captains that I remembered best as a child were of more than one character, classified according to their work. One was the dignified old man who had traveled to some far-away corner of the earth and returned prosperous, to spend the rest of his days as an autocrat among his own people. He had met strange peoples, he had been trusted with a ship, and, as in the days I write of there were no instantaneous means of talking across the oceans, he was shrewd at bargaining, and, being one of the owners of the ship, lost no chance to bring home a cargo that would bring rich returns. In other words, he was a shrewd trader as well as a sailing master. The same dignified bearing that he used in his trade followed him on land, and, though jovial in manner, he was developed in dignity and character.

"The other type of captain was more popular with the youngsters. He may have been as shrewd, and possibly made as much money, but he was filled with a greater sense of humor, and took life as a pastime. Men of this description would gather round the stove and tell wonderful stories, though all sea captains talk 'shop' when they are together.

"Then, too, there were what are termed the 'longshore captains.' These men were mostly engaged in fishing, or in trading with coast towns and cities. They were necessarily more limited in their views, for they spent more time ashore, often working a good-sized garden, fishing when the spirit moved, and running a schooner to New York or Boston if the chance came.

"Of all the sea captains, however, those that I knew best were those who were actually sailing in the '70's and '80's —and who were largely engaged in carrying oranges and lemons from Mediterranean ports. These men were really the last of our sailing captains. I have one friend in particular, who was in the fruit trade, and his stories of how they crowded sail and took every risk to bring in their cargoes are many and thrilling to those who love the sea. Fruit, of course, is highly perishable, and while it might be a valuable cargo one day, a week later it would be worthless, therefore, the sea races and adventures. But the steamship drove out these men, and not until the start of the European war did there seem any possibility of our getting back our great sailing merchant marine.

"The old captain was a picturesque character, and I wrote of him—the man who had sailed the seven seas. In drawing the type, I did not choose one man—the various captains that have figured in my books are entirely fictitious —for it seemed to me that it was hard to find one man who could fulfill all the characteristics of one fictional character. My captains are composites of many men, as I feel that it is hardly fair to accurately describe a living man, when writing fiction.

"Physically, all of the sea captains of the Cape have had certain characteristics in common. One man might have been large in stature, another small, but both had muscles of steel, were men of quick action when asserting the physical side of their calling. Mentally, they differed as all men differ. There are those who were shrewd, almost to meanness, while others were of a more open hearted nature. There were men of the Cape who had peculiarities which their

picturesque surroundings intensified. Some of them might almost have been called 'queer.'

"Take these particular characteristics added to the real worth of the man, and you have the types I have been able to portray. In my search for material, I may have seen, or heard of, three different men, each having some particular characteristic that made them unusual—love for an odd pet, a routine existence ashore that resembled the day's work at sea, or a custom, such as making a monthly pilgrimage to the wharf where he first set sail. These three hobbies of three men could be blended into the picture of one man. All my captains are decidedly composite drawings.

"The same is true with the other characters of my books. My Cape women are generally true to type—big hearted, motherly women who love the sea. My other characters, with the exception of the Portuguese, who I occasionally mention as Cape dwellers, are obviously drawn from the city types one sees in everyday life.

"After having studied the man, it is not difficult to imagine what he would do in certain society. In 'Cap'n Warren's Wards' I took my Cape Codder to the city and showed that his high sense of what was right and wrong, and his saving sense of humor, were as much in evidence in one place as in another. In other words, a good man is the same everywhere. And in 'Kent Knowles,' I took my hero to England, and the contrast made the story a revelation of the Cape Cod type."

After all, under the closest examination, the Cape Cod type that Mr. Lincoln has portrayed to the delight of thousands of readers is not entirely dissimilar to the other New England types.

"They come from the same English stock," Mr. Lincoln explained, "and originally followed the same line of thought as their friends and relatives they left behind, when they drew apart from the Plymouth settlement near Boston, and built new homes on the Cape. The vital difference is in what has happened to them since the building of the merchant marine. While in the inland villages of New England,

one finds types who still live with grim puritanical viewpoints on the world at large, the men and women of the Cape had been in touch with the world and received from experiences a broadening influence. With this influence came a sense of cheer, and these two splendid attributes, added to the very high sense of morality in the broadest sense of the word, made a race of men and women of quality and worth.

"But very unfortunately the merchant marine died away till even the majority of fishing done about the Cape is in the hands of the Portuguese who emigrated to the Cape some fifty years ago. With the passing of the sailing ship, the fellows who, in their early teens, would have gone to sea, kept on studying a few years longer, and then went to Boston. The cry of the Cape is the cry of all the rest of the country districts. The young people have gone—because the cities and larger towns offered them good wages and a life that was free from the monotony of the small farms.

"Whether the type of old sea captain that I have portrayed in my stories is gone forever, is a question. Certainly each summer I find that the ranks have perceptibly thinned. The longshore captain is still there, many of the men who are not any older than myself, but their viewpoint is not that of a man who sailed his square rigged ship out one morning with China as his destination. Since the beginning of the war, the square rigged ship has made its appearance again, and the sailing vessel has become a valuable property. Will it keep up? Time only can answer that question. One thing is certain, however, if the United States is to have another set of men as were represented by the Sea Captains (and I am not limiting this remark to the men in any set locality) of the days of the clipper ship, they will have to be bred."

Perhaps Mr. Lincoln has unconsciously put himself into his books—most writers do—and being of seafaring stock, with the smell of the brine in his nostrils, the creator of "Cap'n Eri" is a Cape Codder who has put into his books the adventures he might have had on the Seven Seas.

BEAUTY

ANONYMOUS

HANDS, you have caressed it;
Lips, you've known its thrill;
Eyes, you have beheld it,—
Soul of mine, be still.

But, oh, my soul is sateless;
It will not give me rest,—
Forever and forever,
I hunger and I quest.

THERE IS NO CHRIST IN GERMANY

By CARL KRUSADA

HAS Christ and His glorious message passed the German, uncomprehended, even unchallenged? To be sure, the German makes the gesture of Christianity, but in his heart has he remained a pagan? Martin Luther was vastly more the statesman than the religious rebel. His true religion expressed itself signally when he hurled an inkwell at Satan, whose corporeity Luther did not doubt for a moment. Roon's remark, after reading Bismarck's fateful Emms message, " Our God of old lives still and will not let us perish in disgrace," was ably rejoined by Moltke, " If I may but live to lead our armies in such a war, then the devil may come and fetch away my old carcass." As to that blasphemer de luxe, Nietzsche, a far greater significance lies in the fact that he is a product of Germany, than in his compendium of paganism.

Who is this " Our old God," ever recurring in important speeches, exhortations of troops, manifestos, etc.? Is he the fiery, wrathful Jehovah? The wine-bibbing Dionysius, or mighty Wotan, blood-smeared and mead-soaked?

Witness a gathering of " brothers in beer " at the round-table—artists, students, clerks, all toasting " Our old God." With raised glasses, one hand bracing against the table, " Our old God, may He prosper," while at the next table a pudgy priest smiles benignly and sips his Liebfrauenmilch, vintage 1880. Doubtless, it is the German's own special God. Always " Our." Our own, particular, dear old God. When Prince Bismarck uttered the stentorian " We Germans fear God and nothing else in the world," he challenged the universe, backed by " Our God." Bismarck's fear was a kind of proud reverence, such as one king owes to another king, a

sort of *noblesse oblige*. There is nothing in it of the humble Christian spirit that stands in awe before the majesty of the Divine. (Knowing the Bismarckian temper, one can picture the catastrophe had "Our God" protested.) It breathes a condescending tribute to the deity, who has done very well, indeed.

The Teuton asks his God to seal and deliver, to forgive, because he, too, errs. He offers thanks to God, sincerely and dutifully. But not in that humble spirit which differentiates between Anglo-Saxon piety and German veneration. The down-in-the-dust attitude, the equality in meekness before the Lord, is as foreign to the Germanic mind as is the true understanding of the gospel of love. The Man of infinite sorrows interests the Teuton mainly as a symbol. Christ as a reality is at best an historic question to the German. Religion does not enter in the German's life as a concommitant of existence, rather as a superimposed code of morality. Vague and hazy, in a similar sense as his idealistic, metaphysical philosophy.

Contrary to the Anglo-Saxon, whose Christianity is deeply rooted and ranges from implicit faith to belief based on scientific inquiry, whose mundane knowledge the greater extended becomes the more solid a proof of the Lord's greatness, the Germanic mind in its simple form accepts God as semi-anthropomorphic; but adheres less to Christian fundamentals as its intellectual horizon widens. Ultimately, it welds together God, world-contemplation, the thing in itself, *et al.* A misty pantheism. Such a religious conception is thoroughly elastic and allows the Germanic mind to swing from God to Pan, to Wotan, to Supreme Intelligence, to Spinoza's God is All. On the one hand Haeckel's cell-soul, and, on the other, the present German Emperor's sincere conviction that the responsibility for his people's welfare lies alone with him and God. A riotous hobnobbing with deity.

The Germanic God idea is less religious than relational. The Teuton brings God right to his hearth. He looks upon God as a superkinsman. Sometimes a powerful, influential relation who can do a great deal for one, who has done His best despite the fact that one did not follow His advice.

Again, God is a brother, very experienced, very successful, and always ready to extend a helping hand. One consults Him on important matters. Other times, God is a father. He knows what is good for the German. Of course, one's father may be a little behind the times, now and then, but always He is the head of the family and it behooves the eldest son to insist that the family preserve the decorum of father's dignity and position. The eldest son understands, he is more or less "in the know"; father tells him much that the rest of the family cannot be told. In return, the eldest son realizes an added responsibility toward both, father and family. He takes over part of father's burden, proud of father's confidence. An ideal religious concept for the bourgeoisie.

To the peasant and children, God is quasi-anthropomorphic. A bearded man in flowing robes, very old. A rubber stamp serves for all the saints. The peasant plods along the dusty road and comes to a tiny chapel. It is consecrated to the holy Virgin. Beside the little altar hangs a relic on a string. The authentic sole of the holy Virgin's slipper. The peasant kisses it reverently and prays a few *Ave Marias*. Twenty rods farther on, he comes to another chapel. Another, equally authentic slipper-sole hangs from a string by the altar. If he reasons at all, he concludes that the holy Virgin has had two slippers. If he finds several more slipper-soles, and reasons (which is doubtful), then the holy Virgin surely possessed more than one pair of slippers. As to the authenticity of all the soles, the priest said so, it must be so, basta.

When he falls ill and lingers he undertakes a pilgrimage to the nearest miracle church, any miniature or life-size Lourdes. There he spends many hours in quiet prayer, and if he feels better he donates a waxen, silver or golden leg—if it was his leg that bothered him. If he feels no better he peregrinates to another miracle church. It did not work one time, it may work the next. Never does it enter his mind that he was not worthy, perhaps, in the eyes of God and the Saints. It is preferable that the fault lies with the latter. This is important, and the principal reason that one never

finds religious paroxism and bedlam in Germany. The religious Sadist, the flagellant, the self-maimer, is unknown in Germany. Neither does the German ever "get" religion, or "hit the trail." There is no humbleness in the Anglo-Saxon definition, in the German before God. Mainly because there is no Christ in Germany.

While the Anglo-Saxon gradually has come to recognize the life and teachings of Christ as the sublimate of religion, the German adheres to God of the Old Testament. "Our Father Thou art in Heaven. . . ." is to the German of far greater importance than "Christ is risen." This is not strange in the light of Germanic religious history. The teachings of the Nazarene, His gospel of Love, His Golden Rule, find small echo in the Germanic heart and mind. They are most interesting from an historic, or bibliographic, point of view, but the German has never absorbed their substance.

A race of nomadic barbarians, virile and energetic, swamped the Roman Empire and exchanged Wotan, Freya, Thor, Loke, etc., for God, Angel Gabriel, Lucifer and the saints. Christ did not appeal to this belligerent race that had considered death on the battlefield the sole key to Walhalla. There, Wotan welcomed the bleeding warrior with a hollowed bison's horn full of mead. To spend the hereafter at the round-table, in company of bearded, battle-scarred warriors, presided over by the mighty Wotan, entertained by recitals of terrific combats, forever feasting on barbecues and vast quantities of mead, forever welcoming new arrivals, mortally wounded warriors picked up from the battle-grounds by the Walkyre—those stalwart women in armor, who rode fiery horses over the field of battle to select the fallen heroes worthy of Walhalla.

"Love thy neighbor . . .", not until he has proven a worthy antagonist. "Do unto others . . .", what then is the prerogative of the strong? It was but natural that these lusty barbarians accepted Christ with misgivings, under inward protest. But God, the Almighty Host of Hosts, they could easily conceive as a Wotan redevivus. Somewhat tempered, to be sure, less of the spirit of eternal combat, more

of blessings for the husbandman. As if Wotan had grown from stormy youth to ripe middle age. Still stern, even wrathful at times, but more contemplative and reasonable on an average.

And away back in the barbarian's head remained a hope that the Wotan of old would some day return. The Gotterdämmerung, . . . Dämmerung, not Tod, twilight of the gods, not death, . . . a transitory condition only. After Dämmerung, night. And then, Morgenröthe, . . . Dawn.

The attitude of the German intellectuals toward religion is rather complex in expression. A kaleidoscope of Ultramontane Catholicism, Evangelical-Lutheran Protestantism, free-thinking of all sorts, Pantheism, Mysticism—the saddening spectacle of Virchow's recantation, Heackel's stout monism, comprise only a part of Germany's latter-day religious abracadabra. There is an increasing tendency to reject all religion and accept a suitable philosophy instead. The German reads into history that all those races and nations that had outgrown religion came to accept a philosophy of negation, which brought about their decay. An effectively triumphant philosophy must be hard, and ruthlessly destroy the greatest part of our previous beliefs. The masses prefer easy-going individualism to stern paternal state regimentation. Christianity gives a soul to the beggar as well as to the king. Christianity effects democracy, which frees the masses. They become unwieldy and soft by the gospel of Love. It is best that they should retain their *furor teutonicus* of old.

Meanwhile, before this all-important philosophy of "to do" has been perfected, the less said of Christianity the better. The other Christianity, that of "Our old God," of the Old Testament, is less democratic, less *effete*. But if anyone prefers not to adhere thereto we will not hinder him. Religious liberty, so long as Christ is kept humble without contaminating the masses. If they want to wallow in idealistic mysticism, if they do compare God to Wotan and find the latter more congenial, very well. Thus the ring of reason of the German elect. True, Christ has been talked about, his teachings examined, dissected rather, discussed. He has found a

special niche in recent German literature. Gerhard Hauptman's "The Fool in Christ," Frenssen's "Hilligenlei," Sudermann's "John," Widman's "The Saint and the Animals," Kellerman's "Der Tor," etc. However, this literary movement was stigmatized as "Jesus Kultur," and pointed out as proving nothing beyond Jesus the man, Himself ever striving after truth, ever doubting. How decidedly less abstract conceptions, how much better understood nomenclatures are "the Wotan line," . . . . "the Siegfried line.

THE MATERIALIST

By CORT LEIGH

WITH the money I shall get
For this rhythm
That I am making,
I shall buy her roses—
Beautiful white roses
On long thin stems.

How she will smile
When she opens the oblong box
And lifts them out!

And when she sees my card,
And what is written
Underneath the name,—
How she will touch them,
Tenderly!

How she will kiss each rose!

THE WAR-SAVINGS PLAN

By FRANK A. VANDERLIP

[CHAIRMAN, NATIONAL WAR-SAVINGS COMMITTEE]

PRESIDENT WILSON has said, "No individual in this great country can now expect ever to be excused or forgiven for ignoring the national obligation to be careful and provident of expenditure, now become a public duty and an emblem of patriotism and honor. I suppose not many fortunate by-products can come out of the war, but if this country can learn something about saving it will be worth the cost of the war; I mean the literal cost of it in money and resources."

The War-Savings Plan of the United States Government is the logical outgrowth of the President's statement. Under the direction of the Secretary of the Treasury, William G. McAdoo, this plan, now in operation, offers to every individual in the country the opportunity to lend a hand in the winning of this war; it enables every soul in the Nation to make his patriotism count. I do not question for a minute that there is an enormous and splendidly eager army of small savers ready to come forward to do their part in this great cause.

The Liberty Loans have brought forth an inspiring response from the people of the United States. The call of patriotism and duty is being wonderfully answered within the limitations of the Liberty Bonds. One person in every ten in this country now owns a Government security, whereas prior to the great Liberty Loans scarcely one person in three hundred owned, or had ever seen, a security of any kind.

It is my expectation and hope that by the end of 1918, or perhaps before, if the $2,000,000,000 War-Savings Stamps have been disposed of earlier, thirty out of every hundred of our citizens will own a Government security, evidenced by Liberty Bonds or War-Savings Stamps. I believe that 30,-

000,000 people, whether previously owners of Liberty Bonds or not, will avail themselves of the opportunity to purchase War-Savings Stamps.

In order to bring this about, and it will be done, for the response of the American people will be prompt and patriotic, the per capita savings in the United States must be increased by $20. Our per capita savings are now estimated at $50. In Denmark and Norway the per capita savings are $70, in Switzerland $86, in Australia $91, and in New Zealand $98.

It is apparent, therefore, that we in this country have only started to save. We are getting the highest wages in the world and have had the best opportunity in the world to save, but unfortunately, we have been extravagant and inclined toward improvident living. It is not a difficult matter to save if we realize that by saving we are helping those who are undergoing indescribable hardship and discomfort and risking their lives every day for us and for our country's sake.

The President's statement brings us up sharply to our duty and obligation in this war. That duty devolves upon every man, woman, and child so to conduct their living affairs as not to interfere with the Government's demands for war purposes. Nothing can be allowed to interfere with the winning of the war, else humanity will suffer and liberty will be no more.

The total of the war expenditures which will this coming year be met by our Government is so colossal as to be with difficulty grasped by the mind of any individual. One can better appreciate what $21,000,000,000 means, the amount appropriated by the last Congress, if one pauses to think that the total expenditures of this Government from the year 1791 to January 1, 1917, covering a period of 126 years, including the cost of our past wars and every other expense of the Government, was a little more than 26 billions—only 5 billion more than the sum appropriated by Congress at the last session.

This tremendous sum represents nearly half of the Nation's annual income from all sources, including wages, in-

come from investments, etc. It can not come from the past savings of the people, which represent in part the accumulated wealth of the Nation, for the savings have already been invested in railroads, public utilities, factories and machinery, public improvements, homes and furniture, etc.

These fixed forms of wealth can not be turned into dollars with which to finance the war without disrupting our entire economic structure. But the people of this country can furnish labor and material to the equivalent of $20,000,000,000 by reducing their demands for goods and materials to an extent which will permit the employment for war purposes of all labor and material not otherwise absolutely needed. Enough can be saved by this method to permit the Government to finance this great expenditure; to employ this great amount of labor; to purchase this great amount of material, if the savings created by reduced individual demands are promptly lent to the Government by the people.

There is in this country only a certain supply of coal, wood, iron, food, clothes, etc. Our normal demand consumes nearly all of that supply. Now comes the war with a gigantic extra demand. The supply can not meet both our regular demand and the war demand in full. Therefore, one must be cut down. The war demand can not be cut down because the Government must furnish in lavish abundance those things necessary to winning the war.

Obviously, we, the people, must cut down our demands. We must remember that the huge sum of $20,000,000,000 will be effective only as a measure of the goods and services that can be bought with it. To supply these urgent needs requires the entire power of the country. But there are limits to the goods and services that can be produced during a given period. The person, therefore, who buys an unnecessary thing, however small the cost and no matter how well able he is to pay for it, is competing with the Government for the labor used in producing it and this labor is taken away from the great task of producing necessary goods.

In order to organize the nation thoroughly for the

present gigantic struggle we must learn the lesson of Thrift. The Government needs the great proportion of the available total of goods and services. Everyone must forego the purchase of unnecessary articles in order that the entire man and machine power of the Nation may be set to producing those things which are directly or indirectly essential to the Nation's high purpose—the winning of the war.

Good Americans must analyze their expenditures by that standard and avoid competition with the Government. If we do this we can reveal a capacity for saving that will put the people in position to supply the Government with all the money and producing energy it needs. The vast resources of the United States, if really mobilized to this end, and intelligently coordinated, will be irresistible.

The Government has gone as far as it can go to meet this situation. It is now up to the great American public to meet the Government half way. The Nation can show its loyalty and prove that it realizes its individual responsibilities and duties in doing what each one can do to maintain the principles of human liberty. The patriotic enthusiasm that brought millions of dollars out of people's pockets during the Liberty Loan campaigns has demonstrated beyond doubt the loyalty of Americans. Nothing could prove more conclusively that the opportunity needs only to be presented to secure instantaneous support from every individual in the country.

The War-Savings Plan offers the safest, most convenient, and most profitable method of accumulating savings that has ever been presented to any people. War-Savings Stamps represent, without qualification, the finest investment ever offered by any Government to its people.

The Government is tapping new springs of resources when it goes to all the people with a financial obligation so designed that every one, even the children, can become an owner of a $5 War-Savings Stamp, which is virtually a United States Government little-baby-bond backed up by the entire resources of the United States.

We expect the people of the country to purchase the entire two billions of the authorized issue of War-Savings

Stamps as patriotically and as enthusiastically as they absorbed the two great Liberty Loans. But there is a far deeper significance involved than can be measured by the actual $2,000,000,000 raised by sale of War-Savings Stamps and Thrift Stamps. The money to purchase this $2,000,000,000 issue must come from the savings, the sacrifices, and the devotion of the people. If habits of thrift can, through this most practical plan, be inculcated in the minds and lives of the American people—if from a spendthrift Nation we can become a thrifty Nation—then something of far greater importance than the raising of many billions of dollars will be accomplished. Such a result would counteract in its far-reaching value many of the terrible losses of the war.

Now is the time to set about this stern task of cultivating habits of thrift. Now is the time rigorously to cut down our demands for goods and services that the Government needs and that we can do without. Nothing should be purchased or used that is not necessary to the maintenance of our health and efficiency. That must be the measure of our expenditures, and that must mark the limit of our demands. It can not be too strongly urged that the elimination of unnecessary expenditures is absolutely essential to the winning of the war.

No one should dare to say he has the right to spend his money as he chooses when the liberties of the world are threatened. No one should dare when only the very highest efficiency in money, man power, and materials can in this great emergency make the world safe against Prussian autocracy.

Modern warfare is 75 per cent industrial effort. Money is the motive power of armies, for without money armies can not be trained, transported, munitioned, or fed. Without united effort on the part of every American citizen the war may be forced to stop and we may have to make an unsatisfactory and dishonorable peace. This is no time for each one to think the little he can do is so small that it is not worth while. Everyone can save a little. Everyone can help in the conservation of man power and material, and everyone can

avoid waste of all kinds. Waste costs lives. Delay in answering the President's call to duty will cost more lives.

We are faced with a problem of appalling magnitude. But the answer to the disciplined German autocracy must and will be a free, voluntary, and loyal response on the part of every American citizen. A united and wholly self-sacrificing America can give a final and conclusive answer to autocracy.

THE FINANCIAL OUTLOOK

By W. S. COUSINS

THE immediate and most noticeable effect of President Wilson's announcement of the taking over of the control of American railroads by the Government was a violent increase in the quotation for the stocks of these roads in the principal security exchanges of the country. Prospective purchasers of the stocks, whether professional traders or public investors bid from 10 to 20 points above the previous day's closing for stocks which for many days and weeks had constituted the "undesirables" of the market offerings. On scarcely any day since that time has there been a recession in market valuation of the "rails," but steadily, point by point, they have commanded a higher and higher rating in the estimate of the shrewdest of American investors.

There is probably no more severe test of the real intrinsic worth of the shares (which represent fractional ownership of our important industrial enterprises), than the competitive bidding for public absorption in the national security exchanges. Investors are keenly alive to the influences which enhance or reduce the attractiveness of securities as the medium for the proper investment of surplus funds; and when railroad securities enjoy such a popular reaction it is logical to look for the reasons upon which such an evolution can properly be based. In the present instance these reasons are not far removed from common observation, and may be most simply classified as follows:

a. Guaranty of dividends based on past records over a representative period.
b. Removal of the fear of default on obligations contracted under normal conditions.
c. Rehabilitation of physical properties and purchase of much-needed equipment.
d. Elimination of expensive and wasteful practices and of duplicated efforts.

Reduced to its simple elements, the whole thing resolves

itself into the question of *finance*. Henceforth, therefore, or at least for the period of the war, investors will not need to consider the perplexing questions of freight rates, operating costs, high prices of equipment and labor, and many other considerations entering into the constant fluctuations of railroad securities. The income and outlay of the roads are now matters which affect only the public treasury, and investors are permitted to know of a certainty just what return they may expect from participation in the financing of the transportation enterprises.

Furthermore, they have an important precedent to guide them in the conduct of British transportation facilities since the entrance of Great Britain into the great conflict. In that country, the Government did not wait a single day before assuming command of the great arteries of traffic, but immediately assumed control, fully and freely announcing its guaranty to investors to maintain dividends at the rate actually paid by the carriers during the three years prior to that time. The result was an immediate stabilizing of the security markets in so far as the railroad shares were concerned, in which respect the English investor was placed in a safer position than the American share-holder, for the time being at least.

Some peculiar problems may be expected to grow out of the present situation. Should the Interstate Commerce Commission, for example, refuse to grant the 15 per cent increase in freight rates, application for which was under consideration when the Government assumed control, and present rates prove inadequate, it is evident that part of the expense of railroad operation must come from the public exchequer; which means, in the final analysis, the taxpayer. Should the higher rates be granted, the shipper pays the bill; and to a large extent, Uncle Sam is the shipper. Under normal conditions, the result of tie-ups such as the roads have had in the early part of the present month would be a severe restriction in the monthly earnings record of the transportation lines; now, the tie-ups become a Government problem.

One of the prime considerations involved in the railroad

financial situation, prior to the Government's action, was the matter of maturing obligations. Investors will remember that at about this time last year many of the railroads were forced to resort to the expedient of short-term borrowing in order to take care of pressing needs, expecting to refund these loans by long-term bond issues when money market conditions had become more favorable. Most prominent in this class is the $45,000,000 one-year five per cent notes floated through an important banking syndicate by the New York, New Haven and Hartford Railroad. This issue matures on April 15th.

It is estimated that during the year 1918 no less than $258,288,000 of railroad securities will have to be met, to say nothing of the interest on bonded debt. New capital in quantity will be needed to take care of improvements, betterments, and construction work already contracted for and partially finished; as well as that for which the necessity will later arise.

Some of the larger maturities for the current year are as follows:

N. Y., N. Haven & Hartford	1 yr. notes	$45,000,000
Chicago & W. Indiana	1 yr. notes	15,000,000
N. Y. Central R. R.	1 yr. notes	10,000,000
N. Y. Central R. R.	equip. notes	4,600,000
Ark. & Memphis R. R.	3 yr. notes	4,790,000
K. City Terminal R. R.	1 & 3 yr. notes.	8,000,000
Chic., R. I. & Pac. R. R.	ext. notes	7,500,00
Mich. Cent. R. R.	1 yr. notes	8,000,000
Morgan La. & Tex. R. R.	7% bonds	4,935,000
Puget Sound & W. Har.	notes	2,999,500

In the following table are presented a short list of railroad stocks at current quotations, with dividend rates and investment yield:

	Rate	Price	Yield
Atchison, Topeka, & Santa Fe	6	86	7
Great Northern	7	90	7.75
Illinois Central	6	94	6.375
Northern Pacific	7	85	8
Union Pacific	8	115	7
Chic. & Ohio	4	53	7.75
N. Y. Central	5	71	7
Baltimore & Ohio	5	53	9.25
Chic., Milwaukee & St. Paul	4	46	8.25

EFFECT ON NEXT LIBERTY LOAN

The question has been raised as to the probable effect of the next Liberty Loan offering upon the market for mortgages, and vice versa. An officer of a prominent mortgage corporation, discussing this matter with the writer, said: "It is our policy on every occasion to renew mortgages wherever possible and to recommend our clients to choose the Government loans rather than the mortgage market in making new commitments. In the same way, in our capacity as agents for investors who hold mortgages which are about to mature, we are using every effort to induce them to extend mortgages and to make as few demands as possible upon the money market. In at least 75 per cent of the cases we have been successful. We think this rule will hold good with every mortgage agency in the country."

It is significant that notwithstanding the success of the preceding Liberty Loans, especially in the broad field of absorption thereof, the workingman as a whole has not yet participated in the loans to the extent he could and should. Laborers in this country are today receiving higher wages than ever before, and despite the high prices of necessities, they have a larger surplus which they can devote either to luxury or to savings. Perhaps we have not, or will not, repeat the experiences of Great Britain in this matter, where working men, in their sudden acquisition of new wealth, ran riot with all forms of luxury which they could never appreciate.

During the present month the writer has spent considerable time in the capacity of a member of Legal Advisory Board of the Selective Draft. In an examination of scores, probably hundreds, of working men, many of them of foreign birth, he was unable to find one instance in which a subscription to a Liberty bond had been taken. Of course this is due partially to the fact that these foreigners have not yet been taught to appreciate the obligations and privileges of American citizenship, and implies a special duty on the part of all good citizens to their less fortunate brethren.

MR. KAHN'S SUGGESTION

In an address delivered at Chicago in the early part of the month, Otto H. Kahn, the New York banker, pointed out that whereas the maximum taxation in this country is 67 per cent, England has not yet gone beyond a rate of 42½ per cent; and the rate prevailing in England is the highest prevailing anywhere in Europe. Incomes of married men up to $2,000 are not subject to income tax in America; in England the tax on incomes of $1,000 is 4½ per cent, on $1,500, 6¾ per cent, on $2,000, 7⅞ per cent. Mr. Kahn made a suggestion which is worthy of especial notice and one which may be taken up by the government.

"It seems to me," he says, "that it would serve a useful purpose if out of the various commissions now dealing with economic affairs, or as a separate body suitably co-ordinating with them, the President or the Secretary of the Treasury were to see fit to appoint a Board of Economic and Financial Strategy—just as the Army and Navy have boards of experts to elaborate and deal with strategic problems.

"It would be the function of such a Board to study carefully the exigencies, considered as a whole, both of our immediate situation and of the conditions likely to confront us after the war.

"It would correlate activities now more or less scattered, and might, if so desired, act as a bureau to furnish to Congress centralized and systematized information on economic subjects."

EFFECT OF EXCEPTING "SHORT LINES"

More or less misapprehension has been stirred up as a result of the order of the Director General of railroads excluding a number of "short lines" from consolidation into Government service. The order affects about 600 short lines, all of which are of private ownership, and some of which are nothing more than spurs leading from the trunk lines to industrial plants.

The decision of the Director General is based upon the hypothesis that these roads are not "necessary to the coun-

try for war purposes"; but on the other hand it is contended that no such limitation had been expressed in the President's official declaration, and furthermore, definite orders had already been sent out by the Director General concerning the future conduct of such roads.

The effect of this new interpretation from Washington will be negligible from the standpoint of the stock market, in view of the fact that few if any of their securities are listed on any of the security exchanges. They are almost entirely privately owned. From a business viewpoint, it may be logical to deduct that if general exceptions are to be taken in the operation of trunk lines, leaving the "feeders" to take care of themselves, it will become in time difficult to distinguish just where the lines should be drawn. Without Government support some of the important branch systems would be unable to continue. A breakdown of large proportions on the short lines would doubtless seriously retard the operation of the main trunk lines. Bankrupt railroads are not conducive to healthy business conditions.

POSTPONING DISSOLUTION OF THE "TRUSTS"

Business men have given their unqualified approval of the decision of Attorney General Gregory to postpone indefinitely action on the so-called anti-trust suits which for a year or more have been pending in the Federal Supreme Court. The suits involved are seven; against the United Shoe Machinery Company, The International Harvester Company, The United States Steel Corporation, The Eastman Kodak Company, the American Can Company, the Quaker Oats Company, and the Corn Products Refining Company. The Government, in its operation of the lines of transportation, found it necessary to "side-track" many of the unwise and out-of-date ordinances which retarded the progress of the carriers. It would seem to be excellent logic that big business corporations be allowed similar latitude at such a critical period. This is not a time to tear down, but to build up, and in the estimation of conservative business leaders the time has come to repeal the Sherman law, or at

least to so amend it that it will be the ally, and not the enemy, of legitimate business interests of the country.

Especially does this apply to our foreign trade. For a number of years influential members of the Federal Legislature have been trying to put through a measure, now known as the Webb Bill, permitting "combination of trade" for export markets only. It is argued that, in view of the sharp competition existing in world trade in the big international markets, American business leaders must necessarily combine and co-operate in order to provide for the universal acceptance of American products in these markets. If, however, through the operation of archaic laws, our representative business organizations are to be crippled or destroyed, we shall be in no condition to meet the competition which the closing of the great world war will usher in.

The Government has taken an important step in the unification of the railroads. It must now go further and unify our standards of commercial and industrial enterprise. The repeal of the Sherman law is a good way to begin.

FINANCIAL LITERATURE OF THE "WORTH WHILE" CLASS

Buying for Profit.....American Banker, 52 B'way
Coming Events.....W. E. Hutton & Co., 61 B'way
Bache Review.....J. S. Bache, 42 B'way
Public Utilities.....Byllesby & Co., Trinity Bldg.
Investment Securities.....Hornblower & Weeks, 42 B'way
United States Bonds.....Harvey Fisk & Sons, 62 Cedar St.
Maximum Profits.....Slattery & Co., 40 Exchg. Place
Partial Payment Plan.....J. Frank Howell, 52 B'way
City Service & Public Utilities.....H. L. Doherty & Co.
Analyses of Securities.....Knauth, Nachod & Kuhne
Your Financial Future.....John Muir Co., 61 B'way
Economy Campaign.....Mech. & Metals N. B., N. Y. C.

ORANGE BLOSSOMS

By JOHN AMID

I'VE an orange orchard planted in the Land of the Sun,
Where the mocking-birds go calling when the long day's done—
No phantom grove, imagined, as the dream-trees grow,
But a regiment of seedlings where the trade winds blow.

There are fleecy clouds above it, and blue mountains close at hand—
And the fragrance of the sage-brush fills the whole sweet-smelling land;
The honey-bees go buzzing through the noonday heat,
And there's music in the pulsing of the pumping-engine's beat.

It's a pleasant place to labor, through the long hours of toil,
While the irrigating waters gurgle down through the soil—
Yet my neighbors keep referring to the work that must be done,
Ere my trees shall come to bearing in this Land of the Sun.

The soft white clouds are futile, for they bring no rain, they say,
And it's often best to try to scare the mocking-birds away.
It makes me wonder, sometimes—we're all so hard to suit—
If my grove will lose it glamour when the trees bear fruit.

NEW BOOKS

By C. COURTENAY SAVAGE

A Group of War Books

How is it possible to start to devote the major space of a book department to one volume, when half the desk is piled high with good books on that most vital theme of the day—war? Each volume might be made the subject of a lengthy review, and were it possible to quote at length from the various books, a whole magazine might be issued each month, showing the general phases of the war as it has appealed most vividly to the thinking men and women of two continents.

So, instead of starting the department with one book, I have decided to start with a class of books—and as a prologue, it might be stated that I have yet to find a war book that is absolutely uninteresting—for no matter how unskilled the writer, there is always a kind and convenient proof-reader to correct split infinitives in an author's vivid description of a war adventure. The great subject commands respect and attention, and the book is surely inspired by suffering, or by the wish to clearly define rightly some wrong that has been done by an Imperial man to a race of people.

On the top of the pile is a volume of Cardinal Mercier's "Pastorals, Letters, Allocutions,"[1] together with a biographical sketch of the man who has defied the Germans in Belgium, and preached freedom to his countrymen with the enemy as listeners. These contents of this volume need to be read to be truly appreciated. They reflect the truly marvelous courage which could only be inspired, for none but the fearless Cardinal could address his people and picture the days when Germany would be vanquished, or again send protesting and demanding letters to the arrogant invaders who were appointed rulers of the ravished country. Of all

[1] **Cardinal Mercier, "Pastorals, Letters, Allocutions." P. J. Kennedy & Sons. $1.25 net.**

the addresses, however, it seems to me that those addressed to the people themselves carry the bravest note. They are truly wonderful, and only a shepherd of his flock, capable of intense suffering and sympathy, could have written them.

The reason Rheta Childe Dorr gives in the opening paragraph of her book "Inside the Russian Revolution"[2] for the journey she took to Russia in May, 1917, is that she wished to see in the moment of its first freedom, a country that had deeply interested her. Now, when she is safely back in the United States, Mrs. Dorr remarks—(and in the same first paragraph of her book)—

> "I returned from Russia with the very clear conviction that the world will have to wait awhile before it can establish any co-operative millenniums, or before it can safely hand over the work of government to the man in the street."

Mrs. Dorr has been, and still is, a socialist, and for that reason her book is more interesting, insomuch as she had the opportunity of seeing some of the problems that face socialism worked out at first hand. And, to quote again: "The dream turned out to be a nightmare."

In a series of carefully compiled pictures, Mrs. Dorr shows just what took place after the working people of the nation put aside the oppression that had held them in power for centuries—how they immediately took all the power onto their own uneducated shoulders, and threw aside the suggestions and proposed activities of the man who had given them liberty.

The revolutionary picture that the author draws is complete in its detail, and interesting throughout. Mrs. Dorr is a thorough newspaper woman—she knows how to get a good story, and in acquainting herself with the revolution, she talked with the man on the street, the leaders, deposed and those in power, and moved constantly about the scenes of greatest activity, "seeing things" as one might express it, so that when it came time for her to write her book, she drew the more interesting data from a great font of knowledge.

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[2] "Inside the Russian Revolution," by Rheta Childe Dorr. The Macmillan Co. $1.50.

It would be hard to say what portion of the book is most dramatic. The July Revolution gives a grewsome picture of panic—of a people frightened at their own shadows, while the story of Elisabeta Feodorovna, sister of the former Empress, and also widow of the Grand Duke Serge, Uncle of the deposed Emperor, is as dramatic as any staged production.

Mrs. Dorr writes with a familiar and intimate pen, of Kerensky, of Mareea Botchkareva and her regiment of women, of Anna Virubova, and of what Miss Pankhurst is doing in Russia and all in all, it is a book of the hour and gives a clearer light on the nation who can, if they will, hasten the end of the war, and who may, on the other hand, prove a temporary distate to the Allies.

Captain Gilbert Nobbs has written a book of which he has never seen one line! Some other hand than his has put the words on paper and made the corrections, though only the gallant Captain could have given the story the stirring swing and suspense that makes it more interesting than countless other personal narratives. The narrative begins, as many others, with the start for the front, the first impressions on the firing line, and becomes decidedly distinctive when the Captain goes into No Man's Land and is wounded, blinded. The majority of the book is a description of his treatment as a Captive in a German War Hospital, and his first exchange as a prisoner. There are two decidedly striking notes about "On the Right of the British Line,"[3]—one, its grewsomeness—the other the optimism of its author, for to those of us that have our sight, blindness seems more terrible than most afflictions.

Picking up the next war book, I find it to be a collection of editorials selected from life.[4] They are written with Mr. Edward S. Martin's most happy pen. Starting with August 13th, 1914, the comments follow closely the greatest disasters and achievements of the contest, and they find an ending in May of last year, when we were actively engaged in war

[3] "On the Right of the British Line," by Captain Gilbert Nobbs, L.R.B. Chas. Scribner's Sons. $1.25 net.

[4] "The Diary of a Nation," by E. S. Martin. Doubleday, Page & Co.

preparations, and millions of young men throughout the country were awaiting their chance to register for the great training camps that would fit them for the front. The book is decidedly interesting, and should be doubly welcome as an old friend to those who cannot believe the week complete without "Life."

Then comes "On the Edge of the War Zone,"[5] Mildred Aldrich's continuation of her very remarkable "Hilltop on the Marne." Miss Aldrich's book is a series of letters, and carries the reader onward from the time when the victorious German Army, pushing on towards Paris, was met and turned back by the hastily mobilized troops of the tri-color. Miss Aldrich,—and this is for the benefit of those who did not read her first book,—is an American writer who rented a small country place not far from Paris in order to have a quiet place for her work. Three months later, she saw the most remarkable engagement of the world war, and since then she has been actively engaged in doing her bit for France. She tells about it all in her easy modest way, her letters sparkling with good humor, and her last letter written after the entrance of the United States into the conflict. This letter begins:

> "The sun shines, and my heart is high. This is a great day. The Stars and Stripes are flying at my gate, and they are flying over all France. What is more they will soon be flying—if they are not already—over Westminster, for the first time in history."

and ends:

> "I am feeling today as if it were no matter that the winter had been so hard; that we have no fuel but twigs; that the winter wheat was frozen; that we have eaten part of our seed potatoes and that another part of them was frost-bitten; that butter is a dollar a pound (and none to be had, even at that price, for days at a time); that wood alcohol is sixty-five cents a litre, and so on and so forth. I even feel that it is not important that this war came, since it could not be escaped, and that what alone *is* important is—that the major part of the peoples of the world are standing upright on their feet, lifting their arms with a great shout for Liberty, Justice, and Honor; that a war of brute force for conquest has defeated itself, and set free those who were to have been its victims. It is not, I know, today

[5] "On the Edge of the War Zone," by Mildred Aldrich. Small, Maynard & Co. $1.25 net.

or tomorrow that it will all end; it is not next year, or in many years, that poor Poland's three mutilated parts can be joined and healed into harmony; and oh! how long it is going to be before all the sorrow and hatred that Germany has brought on the world can be either comforted or forgotten! But at least we are sure now of the course the treatment is going to take—so the sun shines and my heart is high, and I do believe that though joy may lead nowhere, sorrow is never in vain."

Of the other recent war books having to do with personal experiences, Lieutenant Coningsby Dawson's war letters collected and published under the title of "Carry On"[6] were not written with any thought that they would be read outside of a small circle. This fact alone makes them interesting, for too often the personal narrative conceals rather than reveals the author, the real self being dimmed by the conscious effort to please all classes of readers. "Carry On" is already a successful book,—what further recommendation can be offered. Two other books are "How to Live At the Front"[7] by Hector Macy MacQuarrie, who is a Second Lieutenant with the Royal Field Artillery, and "Private Peat,"[8] Harold Peat's own story of his two years with the First Canadian Regiment. The MacQuarrie book is frankly addressed to the young Americans who are going "out there" and as the story is written from the author's own experiences, it carries with it a weight of authority on what's what in the trenches. "Private Peat" is one more man's experience in the fight for world freedom. That he was a member of the Canadian forces, describing some of the wonderful work done by these men, makes the narrative more interesting. The "Flaming Sword"[9] is of particular interest because the author, Mrs. St. Clair Stobart, was the first woman to command a field hospital. Mrs. Stobart's work started in Belgium, but was quickly shifted to Servia where she was known as the "Lady of the Black Horse." The scene of her work was so decidedly picturesque that her

[6] "Carry On"—Letter in Wartime, by Lieutenant Coningsby Dawson. The John Lane Co. $1 net.

[7] "How to Live At the Front," by Hector MacQuarrie, 2nd Lieut. R.F.A., J. B. Lippincott Co. $1.25 net.

[8] "Private Peat," by Harold R. Peat. The Bobbs-Merrill Co. $1.50 net.

[9] "Flaming Sword," by Mrs. St. Clair Stobart. Geo. H. Doran Co. $1.75 net.

adventures have an unusual thrill, and to the thousands of women who are waiting anxiously their opportunity to do their part, Mrs. Stobart's advice and conclusions should prove helpful.

Among the books with a war note, but not relating to actual fighting, Liebknecht's suppressed book on Militarism[10] is worthy of careful reading, if only because it gives one an inside glimpse into the thought of a man who was considered so powerful by the autocracy of Germany that they jailed him. This was in 1907, and Liebknecht has since that time been a decided factor in German life, his anti-war arguments sending him to jail for the second time in spite of his claim of parliamentary immunity. Another book reflecting the war, and particularly timely, is Wold von Schierbrand's study of "Austria-Hungary."[11] The author is a member of the Associated Press, and lived in the polyglot empire for four years, studying the twenty races and eight official languages that make up the confederation. It is not a mere war book,—the author announces that in the first lines of his preface,—yet the concluding chapters which relate to the war and its effect on the people are told with all the skill that a veteran newspaper man can command when he is writing on a subject that is not only good copy, but interests him.

In this class also belongs "How Germany Does Business,"[12] a critical study of Germany's success in foreign trade, and George D. Herron's two books, one on the "Menace of Peace"[13] the other "Woodrow Wilson and the World's Peace."[14] These papers were written for continental readers, and have been credited with making Europeans understand more fully America's attitude in the war. It is interesting to read that the first paper on President Wilson has been translated and circulated throughout Germany.

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[10] "Militarism," by Karl Liebknecht. B. W. Huebsch. $1.00 net.

[11] "Austria-Hungary," by Wold von Schierbrand. Frederick A. Stokes Co. $3.00 net.

[12] "How Germany Does Business," by P. P. Gourvitch. B. W. Huebsch. $1.00.

[13] "The Menace of Peace," by Geo. D. Herron. Mitchell Kennerley. $1.00.

[14] "Woodrow Wilson and the World's Peace," by Geo. D. Herron. Mitchell Kennerley. $1.25.

Some Miscellaneous Books

An intimate life history of the man who did more than any other individual worker to elevate the ideals of the American stage has a twofold value. It is a book of reference for students of stagecraft, to be read and studied—while to other folk Joseph Francis Daly's life of his brother, Augustine[15] will be interesting entertainment. There are hundreds of letters, old play bills have been constantly referred to by the author, and one meets intimately, players who were famous generations ago. The new book will undoubtedly have a permanent place in literature.

"Persian Miniatures,"[16] by H. S. Swight, is another intimate book, by the man whose "Stamboul Nights," was found to be so delightful. The book is really a series of sketchy essays and is a welcome addition to what has been written on the Orient.

"Arizona, the Wonderland,"[17] is an additional volume in the "See America First" series that the Page Company of Boston, are issuing. The text is from the pen of George Wharton James, is interestingly written, and one cannot help but wish that the pictures were less conventional, and more in line with Mr. James' text. A most entertaining and instructive chapter on the birds of Arizona is illustrated, and there are too few pictures of the flora of the state. Personally, it would seem that the elimination of the color plates in favor of some snap shots taken when the author was collecting his data, would be more to the point.

Popular Novels and the Movies

It is interesting to note how thoroughly every phase of the so-called artistic world is gripped by the spell of the motion pictures. We go to the drama and see motion pictures imitated in plays—our popular artists devote their best work

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[15] "The Life of Augustine Daly," by Joseph Francis Daly. The Macmillan Co. $4.00.

[16] "Persian Miniatures," by H. S. Swight. Doubleday, Page & Co. $3.00 net.

[17] "Arizona, the Wonderland," by George Wharton James. The Page Co. $3.50 net.

to the drawing of men and women whose names are legion in the picture drama, and our authors have taken to writing with one eye on the camera, the other on their check book, mentally figuring what the "motion picture rights" will be worth to some company exploiting a famous player.

Not that it is doing any particular harm to their work. Quite the opposite. I think it gives a dash to an adventure story that is decidedly pleasing, and while many of the exploits seem hardly probable, when viewed from the angle of everyday life—they are possible, for they have to be accomplished in order to give the proper thrill to the final thousand feet of film.

And all this apropos of Grace Miller White's "Secret of the Storm Country,"[18] and Joseph Louis Vance's "False Faces."[19]

I had taken home the advance sheets of "The False Faces," and before I could read them, they were eagerly scanned by a freshman in one of our leading American universities. When he had finished and pushed them away from him with a contented sigh I asked his opinion of the story.

"Oh, gee, it's a whale of a book," he assured me. "Some story!"

Later, I read the tale myself and beyond offering the information that "whale" is synonymous with all the superlatives, I have little other comment to make. Certainly this new adventure of The Lone Wolf, contains all that is exciting. It is a story to be classed with those which are possible, but highly improbable. To tell even one word of the plot would be to spoil an evening or a train journey for someone—but I cannot resist giving a little advice. Don't try to escape your just debts by the way of the top of a bus and the cross ties of the Sixth Avenue Elevated where it crosses Fifty-Seventh Street. It sounds easy enough as Mr. Vance described it—the hero who will play the part in the inevitable screening of this book makes it appear quite

[18] "Secret of the Storm Country," by Grace Miller White. H. K. Fly Co.
[19] "False Faces," by Joseph Louis Vance. Doubleday, Page & Co.

simple,—and at least a dozen friends have told of the great temptation to try—Don't do it—it's a long fall to the street.

The new story, by Mrs. White, is a sequel to her popular "Tess of the Storm Country," which Mary Pickford helped to make famous—or vice versa. At any rate, it starts where Tess left off, and the author has written an exciting story, with a background fashioned from the lives of the squatter people who inhabit the rugged shores of Lake Cayuga. The portraits of these people are particularly well done, and there should come a time when Mrs. White will be capable of writing a far more serious novel on these people she has studied so carefully.

And Billy Sunday!

I have never heard Billy Sunday talk, perhaps that is my misfortune, perhaps not—but I have heard plenty of people try to describe his sermons, and I have heard Mr. Raymond Hitchcock's inimitable burlesque speech, in which he takes Mr. Sunday to task for that gentleman's remarks about the people of the stage. And now I have read "Love Stories of the Bible."[20] There is one concerning Jacob and Rachel, which starts:

"It was a case for a quick get-away.
Young Jacob was caught with the goods and had to beat it."

Another love story, this time concerning Adam and Eve, contains the following choice passage:

"Satan had an object in trying to send Eve on a detour off the main road.

He and his cohorts had been thrown out of heaven, and they were jealous.

Man was a new machine that God had just finished, and the devil resolved to put it on the scrap heap.

He wanted to throw a monkey wrench in among the wheels, and break up the combination, so that the cylinders wouldn't hit.

He wanted to submarine Adam, but he decided that the best way to get at Adam was through Eve.

He knew if he sold Eve an encyclopedia of universal knowledge on the installment plan, Adam would have to meet the payments.

Satan was foolish—yes, like a fox."

[20] "Love Stories of the Bible," by "Billy" Sunday. G. P. Putnam Sons. $1.50.

Really, the book is the best of its kind since George Ade wrote the original Fables in Slang. There is only one drawback to the enjoyment, and that is the subject matter. To one who was carefully brought up to believe in the Bible as something sacred it comes as a shock to find the beautiful book of Ruth in the slang of the day, to read that "Abraham was in a tight pinch, and he showed it," and to find gutter vulgarity used in a description of Samson.

I think that the book is going to shock some people, but it is going to be hard not to find it amusing.

NOTABLE LIST OF BOOKS NOT INCLUDED IN THE ABOVE REVIEW

"American Presidents," by Thomas Francis Moran, Ph.D. Thomas Y. Crowell Co.

"Trade Fallacies," by Arthur Kitson. P. S. King & Son.

"Religious Education and American Democracy," by Walter S. Athearn. Pilgrim Press. $1.50 net.

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